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TakingItEasy

The Manitoba government announced that it was ordering **40,000 condoms** for prisoners and specified that they be of "assorted flavors" of "strawberry, banana and vanilla." (Yum.)

A man stole a fire department rescue boat and then drowned when he leaped overboard while being pursued by police; **trained rescue personnel** were late arriving at the scene because, after all, their boat had been stolen.

These two guys were arrested and charged with breaking into a car (and stealing a motorcycle helmet) and attempting to break into another. To get into the second locked car, one of the guys put on the helmet, stood back and charged into it, **head-butting a window.** Unsuccessfully...twice.

A police officer was fired for beating up a suspect in an incident caught on videotape. He was reinstated on appeal but then immediately filed for disability, citing the work-related stress of being **fired for beating up a suspect.** This year he (who had four year's service) was granted permanent disability—$23,000 immediately, then $39,000 a year for 29 years, after which he gets his standard pension.

In an attempt to alleviate its problem with employees' illnesses, city workers in Vicksburg, Mississippi, will be expected to give **48-hours' notice** before taking sick days.

Two women plied an armed man who broke into their home with rum until he became groggy and passed out. They said they tried to befriend the man after he burst through their kitchen window with a sawed-off shotgun. They **made him a ham sandwich,** gave him a bottle of rum, and suggested he shower and shave so he could "be disguised in his getaway," said one woman. "We just treated him with kindness." Needless to say, he was arrested (never having said what it was he came for).

A professor in England and fellow acoustics researchers concluded that, contrary to prevailing wisdom, a duck's quack does have **an echo.** (Wonder if this was paid research?)

This guy, with four DUI arrests in Florida, was afraid of being rejected if he tried to get a driver's license in his new home state of Connecticut. So he pretended to be Robert Kowalski (the name of his neighbor in Florida). But a computer check found **"Robert Kowalski"** to be a sex offender, unregistered, in Connecticut. On the same note, a teenager who was on probation for arson and feared testing positive for marijuana, submitted the urine of a relative, only to find out that the relative's urine tested positive for cocaine.

An Australian inmate won a settlement of his lawsuit for the equivalent of about $70,000 U.S. against the correctional center in New South Wales for head injuries that occurred when **he fell out of a bunk bed.** (He was in prison for a vicious assault against a woman.)

The man convicted of blowing up the Pan Am fight over Lockerbie, Scotland, in 1988, killing 270 people, lives in relative luxury in **a private four-room suite** in Glasgow's Barlinnie prison, according to a report in Britain's *News of the World*. Abdelbast al Megrahi, serving a minimum 27-year sentence, has a color TV, VCR, stereo, personal computer, kitchen, floral curtains, framed art, and unlimited telephone access. A prison official said the man must be isolated because of the nature of his crime, but that Barlinnie had a limited choice of such facilities.

A woman filed a lawsuit against a medical center and a doctor for failing to clean her wound properly. It seems she fell into some **shrubbery in her yard,** cut her leg, and reported to the emergency room for the cleaning and suturing. Nine months later, another physician found a small boxwood twig, with five thriving green leaves, had broken through the sutured skin. (At least they got to her before she became a shrub.)

Here are a few more interesting tidbits and quotes regarding alcohol: If you place a tiny amount of liquor on a scorpion, it will go crazy and sting itself to death. The term cocktail came about after a barmaid decorated her tavern with the tail feathers of cocks, and someone asked for a cocktail. She served him **a drink with feathers in it.** "A woman drove me to drink and I didn't even thank her." (*W.C. Fields*) "When I read about the evils of drinking, I gave up reading." (*Henny Youngman*)

Here are a few pick-up lines that might work—and won't offend: "I make more money than you can spend." "Can you call 911 for me? I think my heart stopped beating when I saw you." **"I'm writing a phone book.** Can I have your number?" "Do you believe in love at first sight or should I walk by again?" "Hello. I'm a thief and I'd like to steal your heart." Okay, those were pretty lame, however here's one that's not a pick-up line but worth sharing: "Some man tried to convince me to have sex by saying he would only put it in for a minute. What am I, a microwave?"

A 65-year-old woman declared dead by Social Security Administration computers was told by a teller at her own bank that just because she was standing in the teller's line was not enough evidence to **prove she was not dead.** She was told to return with further proof.

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 371 • MAY 2004

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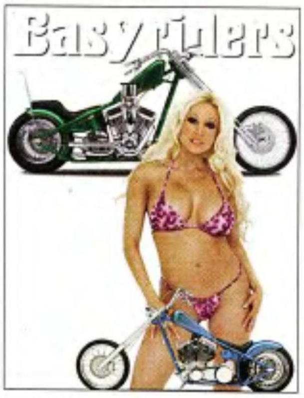

Jerry Covington Chopper by Michael Lichter. Billy Harbin Rigid by Aaron Stevenson. Tasty Tina by Pam Proctor. Special imaging by Mark Evangelista.

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Serving Their Country

Here we are serving our country in Bosnia-Herzegovina. Mike Nickaboine of Detroit Lakes, Minnesota, who rides a '95 Softail Custom is on the right and Kevin Andring of Twin Valley, Minnesota, who rides an '87 Sportster 1100 is on the left. In the background is the "Red Bull" representing the 34th Infantry Division which Mike and I proudly serve as part of Charlie Company 2-136.

We'd love to see our picture in your magazine as a memento of our time spent here. Keep up the good work on the mag—it keeps us going.

Kevin and Mike
Bosnia-Herzegovina

Read It Twice

I read the story "Never Look Back" (Feb. '04 issue) twice. Then I thought to myself, damn, some people have all the luck. What a great story.

I only hope that one day I too will find paradise while riding my Road King. More stories by bikers about their adventures and discoveries would be a great addition to an already excellent magazine. Sam is a lucky dog.

JT
Connecticut

Wrong? How Could That Be?

Hey, you used the wrong picture/bike for the pipes on Page 46.

Daniel R. Rupp
Cyberspace

You are quite right and we found the one responsible. His name is Jack Daniels and he is responsible for most of the screwed up flicks around here.

Sex or Scooters

In regard to "Sex or Scooters: Take the Highway," what's to explain? Of course we want our men to be safe. My husband is getting ready to have neck surgery number three, and the last thing he should do is ride a motorcycle—but he rides and will continue to. That's part of who he is. There's nothing sexier than seeing him ride his shovelhead out of our driveway (I'm sure the vibration is loosening the nuts and bolt in the plate in his neck every time he rides). I give him a kiss and tell him to be safe and have fun. We have four kids and have been married going on 22 years.

Anita Harper
Out There Somewhere

Right on, Anita. Sounds like a righteous family.

Another Response to "Not Cool"

I also move my heels forward on my pegs while riding. Sometimes I need to adjust my sack or just stretch my legs. Judging by your letter, your wife has your sack sewn up or you would know this. Seems to me with all your riding expertise, you would know that if you're watching my feet, you can't see my brake lights. Get a clue.

Brian Williams
Wherever

Don't Forget Canada

I've been buying your rags since I bought my first Harley about two years ago. *Easyriders*, *Biker*, and *In The Wind* are all awesome American mags that are on many Canadian newsstands and bought by many Canadian bikers, but we see very little coverage, if any, of Canadian biker happenings.

For example, there's a small town in Ontario on the northern shoreline of Lake Erie called Port Dover. Whenever there's a Friday the 13th, this little town comes to life in a big way with bikers, bare boobs, and every other bike partyin' shit you can think of. I don't think you'd be disappointed!

Our winters are cold but our summers are HOT AS HELL! Please don't forget about us.

Rob
Ontario, Canada

You and your Great White North brothers are not forgotten, Rob. Check out Easyriders No. 368 our February 2004 issue for coverage of the most recent Friday the 13th Run in Canada. It was awesome!

Oh, My God!

Oh, my God! You people are absolute barbarians! Sadam was nicer than you! How could you do such a thing? Subjecting anyone to Elton John's music should be a capital crime punishable by public flogging or worse! My deepest sympathies to the poor man. ("A Piece of Her Mind," Jan. '04 "Wordmonger.")

No Name
Westfield, Massachusetts

Yes, and he'll listen to "Tiny Dancer" until his ears bleed, heh, heh, heh.

Zero

First off, I love your rag. Second, I'm sorry that the first time I feel compelled to write is on a negative subject. My beef is this: In the January 2004 issue, Paul Funk did a piece of Zero Choppers of Japan. I'm not here to say they weren't excellent engineers or preach my opinion on the style of their bikes. What pisses me off is that my favorite American bike mag slobs the knob of a Japanese company. To add injury, the name of the company is in tribute to the planes that the World War II Kamikaze pilots killed so any of our American troops with a Pearl Harbor. And to further add insult to said injury, you published this article in the January issue, which we all know was received in December—the anniversary month of the bombing of Pearl Harbor.

I'm not one of those "politically correct," whiners, just a U.S. Marine who is a little sensitive to our country's history.

Ape Hanger
Quantica, Virginia

Next, you'll want us to give up our Japanese TV set. Listen, Ape, if we start down this path we'll have to omit any article that features anyone of any cultural background that has ever had a beef with the American way of life. Hell, we still get letters from readers who don't want us to feature bikes built by "them danged Yankees!" The world is a much smaller place than it was in 1941. It's time to think globally.

Hoo-WEE!

Happy New Year to you guys and a big south Alabama "hoo-Wee" because you boys struck pure gold with "Little Lenya" in your January '04 issue.

The photo on Page 100 was a luscious, delectable feast for those with a discerning eye—and more like that one would be appreciated. Yet it tastefully left just enough to the imagination to keep a lot of us drooling until the next issue arrives.

Well done, gentlemen, but I don't know how you can possibly top THAT shot. But keep up the good work anyway.

Smokey Bone
Eufaula, Alabama

More Bikes, Less Crowd

I love the "old-school" bikes featured in Michael Lichter's *Kickstart* exhibit (Feb. '04 issue). Why are there more pictures of the crowd than of the bikes? I realize some of these people are the builders and deserve recognition, but let them stand behind their bikes to get their pictures in the magazine. These bikes are special and deserved more photo coverage.

Mike
West Palm Beach, Florida

Registration Blues

Here's a "Registration Blues" (June issue) story for you.

The bike seen in this photo was wrecked three times by the original owner. The third time it was totaled. I bought it as salvage from his insurance company—it was a 1997 FLSTS.

First, I had to go to my local notary and get a reconstructed vehicle application. I took pictures of the bike as a wreck, and after I finished rebuilding it. Then I got the bike inspected and put the sticker in the application. I had to send receipts from the parts I bought or list them as personal stock. I got all that together and sent in the application.

I waited patiently only to receive a letter saying they didn't like one of the "after" pictures and wanted proof that I paid tax on the bike. I reshot the photo dug up my receipt and sent them off.

I was finally sent the license plate and registration but realized as I rode it that the frame must be bent. My friend Crazy Billy and I tore the bike apart AGAIN!

Christ Paras
Gradyville, Pennsylvania

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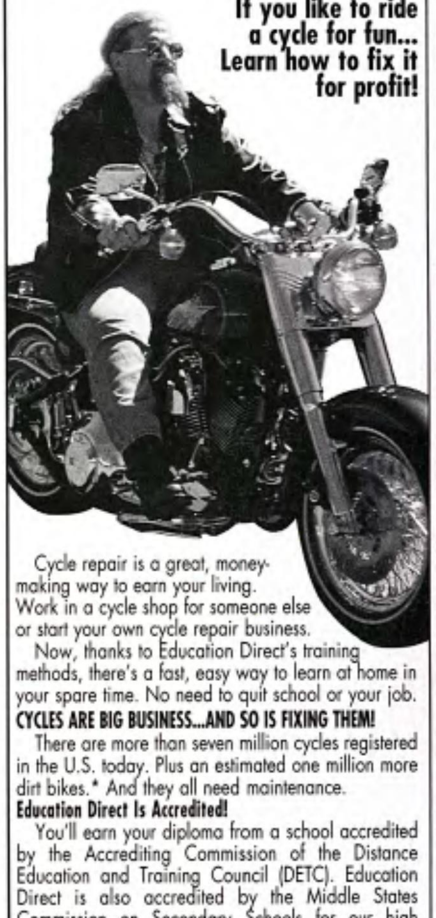

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SPIRIT OF THE CHOPPER

Covington's Keeper

"If we had put this one together strictly for sale," Jerry Covington begins, "if it was a bike headed for the showroom floor, I probably would have done it differently. Most likely as a softie. Those fly out the door like nobody's business."

But this bike wasn't built for sale, and it isn't a softie. It's Jerry Covington's personal ride, one he built just for himself and to his own specifications.

"To me," he goes on, "this bike embodies the real spirit of a chopper, with some new twists thrown in here and there, of course, like that 240 rear tire and the 6-speed transmission and the 121-cubic-inch motor." But the basic lines of the bike, and its feel, are definitely old school. "And honestly," Jerry says, "back during the early-'70s when I was growing up in Southern California and learning about motorcycles I built a lot of bikes that looked pretty much like this one. I'd get my frames and parts over at Denver's place." Some things never change.

Jerry's been in Oklahoma almost 20 years now, and his shop, Covington's Cycle City, has just exploded around him, growing into a 16-man mini-motorcycle factory. Ten or 12 bikes are up on the tables going together at any one time, everything from choppers to pro-street stuff to 250-tire rides to baggers.

It's a busy place, and we'll be seeing it and Jerry on the small screen soon, too, featured in a new installment of the Discovery Channel's *Great Biker Build-Off* TV series. Yet amid all that hustle and bustle Covington's still getting stuff from Denver's, like the big-extension springer, an 18-over monster, that he picked to lead things off on his candy organic green throwback.

Jerry and his 26-year-old son, David, Cycle City's shop manager, put this bike together in about six-month's time. Another member of the Covington clan, Peewee, charged with assembling all the drivetrains at Covington's, got a pass this time. The TP Engineering 121 came already assembled and hot-tested, relieving him of that task.

Another member of the brood, Jerry's son Dusty, wasn't so lucky. He handles the paint-and-tin shop at Covington's and he's the guy responsible for the candy organic green that's coating this baby. It was all shot over a gold-flake base. John at Lucky 7 down in Texas added the gold-leaf accents, but we're getting ahead of things.

While Jerry's bike was built strictly for fun and for last year's Easyriders Bike Show, and it's based around an off-the-shelf Covington frame, there's a lot of handcrafting going on here, too. A lot of it. Those great looking pipes, for instance, are one-offs by Jerry and David. "And," says a rightfully proud pop, "there's plenty of stuff like that all over this bike that David and I made up from scratch. Jeez, I can hardly remember it all now!"

Giving credit where it's due, though, Jerry says that it was Don at Fat Katz who came up with the gas tank, and he damn sure came up with a beauty. A Sportster-stylized, neatly stretched fuel

carrier; the tank has every bit of that old-school chopper vibe working, updated a bit into the 21st Century. "It's the only one like it," Jerry says.

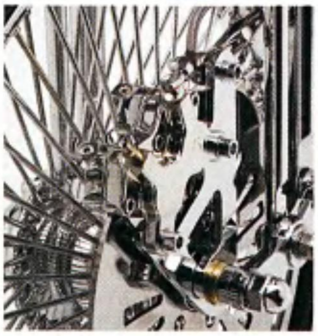
The oil tank, however, is Jerry's and it's perfectly matched to the frame. Like he usually does on rigids, the side wings were carried back along the frame tubes adding a visual flow to the bike's profile. "On the softies we'll extend it down a little, too," he says.

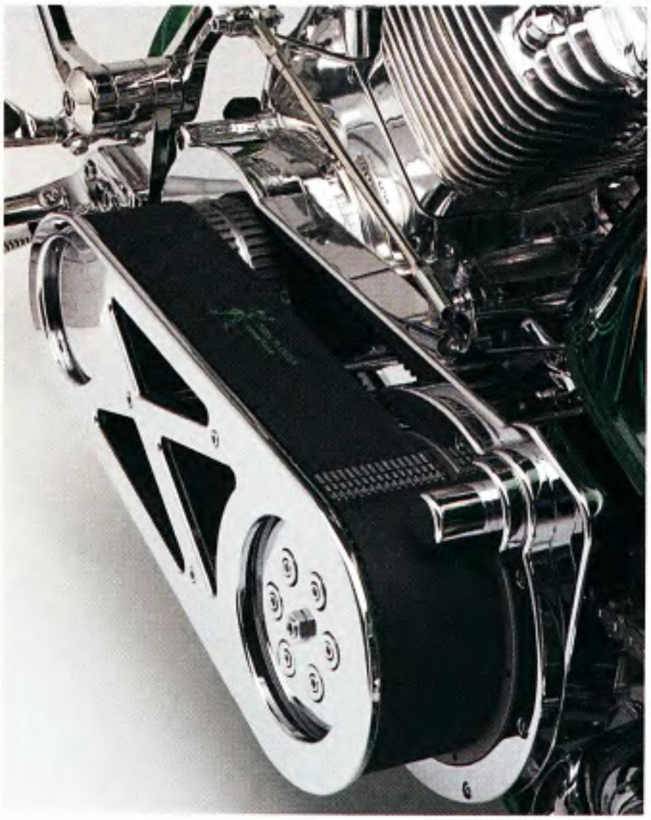
The handlebars are pure Covington, as well, and reminiscent of the old days, they're pulled way back for a comfortable ride without having to lean forward and reach. And talking about comfort, Jerry put as much of it into a rigid as he could, choosing a 16-inch 240 Metzeler rear instead of the more commonly used 18-incher. "You get more sidewall cushion that way," he says. "It helps with the ride. Hey, we're talking about a rigid here!" Tire pressure is generally held at 15 to 18 pounds.

Understandably, Jerry plans on hanging onto this bike for a while. "I think it's pretty cool," he says, "and it's sure a blast to ride. I love it." So do a lot of other folks. While the bike was built to his own personal tastes, and not as a commercial project for Covington's Cycle City, "It's the damnedest thing," Jerry says. "The closer I got to completing it, the more people there seemed to be who wanted to buy it. Go figure."

Hey, look at this bike. There's nothing hard to figure out at all. Figure you might need something like this, too, or maybe one of Covington's budget-bomber "Bob-Job" choppers? All the info's just a phone call or mouse click away. Try calling 580-256-2939, or visit www.covingtonscyclecity.com.

—Joe Kress





Owner: Jerry Covington
City: Woodward, Oklahoma

General

Designer: Covington's Cycle City
Fabrication: Covington's
Year/make: 2003 CCC
Model: Pro-Chopper
Assembly: Covington's
Time: 6 months
Chroming: Peerless Plating

Engine

Year: 2003 TP Engineering
Rebuilder: TP Engineering
Displacement: 121 cubic inches
Cam: TP Engineering
Carb: Weber
Pipes: Covington's

Transmission

Year/make: 2003 Baker, 6-speed

Painting

Molding: Covington's
Painter: Covington's
Color: candy organic green
Type: House of Kolor
Special paint: gold-flake base, gold-leaf accents by Lucky 7

Frame

Year/make: 2003 Covington's
Type: rigid chopper
Rake: 40 degrees
Stretch: 8 inches up

Accessories

Handlebar: Covington's
Handlebar controls: Performance Machine
Fenders: Covington's
Headlight: Headwinds
Taillight: Choppers Inc.
Speedo: none
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Fat Katz
Oil tank: Covington's
Seat: Covington's/Danny Gray
Grips: Pat Kennedy

Front end

Type: springer, 18 over
Builder: Denver's Choppers

Wheels

Make: Hallcraft 100-spoke
Size: 21 x 2.125, 16 x 8
Tires: Metzeler, 240 rear
Brakes: PM front, Exile rear

Photos: Michael Lichter

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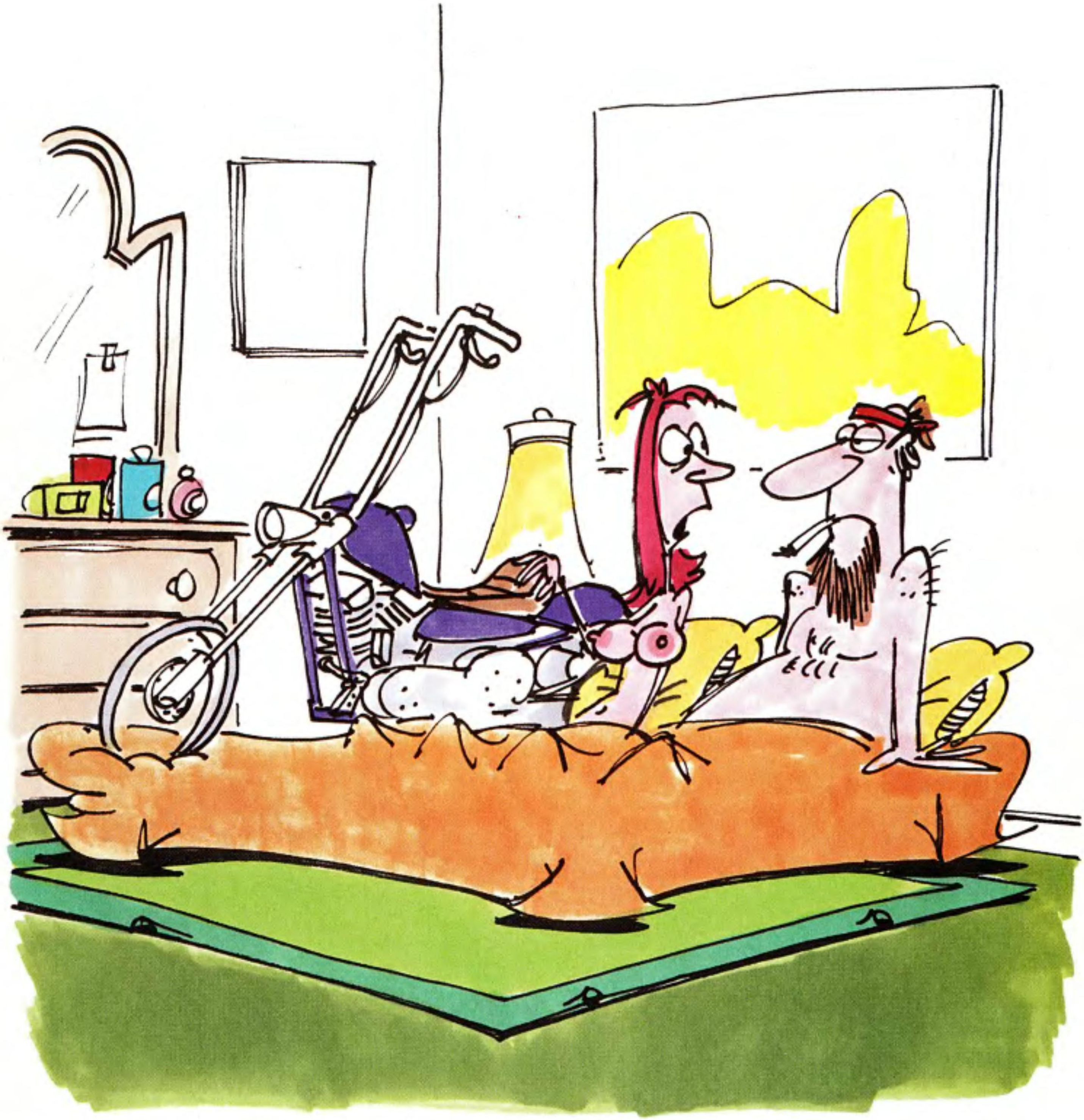

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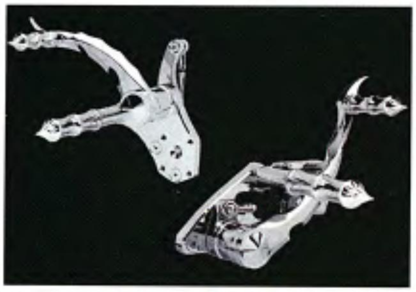
PartsBox

Billy Lane signature shoes from Sha Sha

Sha Sha Fine Shoes just introduced its new Billy Lane signature shoe. Billy of Choppers Inc. collaborated with Sha Sha to develop his own custom pinstriped shoes available in three different colors.

For more information call 760-436-5373 or go to the Sha Sha Fine Shoes Web site to see their full line of shoes and apparel at www.sha-sha.com.



Accutronix really lets you have it your way

Accutronix is introducing a new Tribal design for their 2004 parts lineup. These forward controls were developed by Accutronix to combine form, function and clean styling into one easy-to-install kit for H-D or aftermarket applications.

Each set is manufactured in the USA from 6061 billet aluminum and uses sealed bearings to insure smooth operation and improved durability of all moving parts. Accutronix says the shift and brake assemblies are adjustable for optimum riding comfort.

Forward controls kits are delivered complete with mounting hardware, pegs and shifter, and brake rods.

Accutronix also offers several other styles for their forward controls, including Slotted, Diamond, Milled, Drilled, Elite, and Stepped. Each set is available in various finishes, and they come in a selection of sizes.

The Tribal line of forward controls have joined Accutronix' existing line of forward controls for all FXR, Dyna, FL Models, Softail,Victory motorcycles, Yamaha Road Star and Honda 1800, 1300 series.

For additional information contact Accutronix at 602-993-2675 or visit them on the Web at www.accutronix.com.

RC Components spins new custom wheels

Spinning custom rims are the rage on customized cars and trucks and the folks at RC Components didn't want to leave the aftermarket motorcycle world out of that trend. The wheel manufacturer has recently unleashed its own line of spinning wheels for motorcycle applications. Using the same manufacturing standards and materials it has for the rest of its production forged wheels, RC Comp says it makes its spinners from the highest grade T6 forged aluminum.

RC Components Spinner custom wheels are offered in seven distinctive styles and various sizes to fit many applications.

Contact RC Components at 270-842-6000 or visit them on the Web at www.rccomponents.com.

Vance & Hines Sideshots for Harley Softails

These Vance & Hines Sideshots drag pipes have hard lines and are big. They feature full coverage heat shields and Vance & Hines' own power chamber for improved performance. They are drenched in show-quality chrome and have massive, 2 1/2-inch-diameter, full-coverage header and muffler heat shields to make them virtually "blue-proof" for long-lasting style. Other styling features include a pair of slash-cut ends. Removable baffles and all the mounting hardware is included with each set of pipes.

Designed and manufactured in the USA, the Sideshots for Softails retail for $599. For more information, call Vance & Hines at 562-921-7461.

Cyclegraphics' reusable graphics

Cyclegraphics recently unveiled their new Gambler series of reusable motorcycle graphics. The graphics offered in this new series include Black Jack, Royal Flush, Four Aces and The Deadman's Hand (eights and aces).

Cyclegraphics says their Gambler reusable graphics allow bike owners to dress up their bikes with their favorite winning hand. Cyclegraphics are reusable so you can change the look of your bike whenever you like. The graphics will adhere to any clean, smooth surface including tanks and fenders without adhesives or magnets up to 150 mph, and when you're ready they'll peel off without leaving any residue behind, the company says.

Cyclegraphics new Gambler graphic kits sell for an average MSRP of $12.

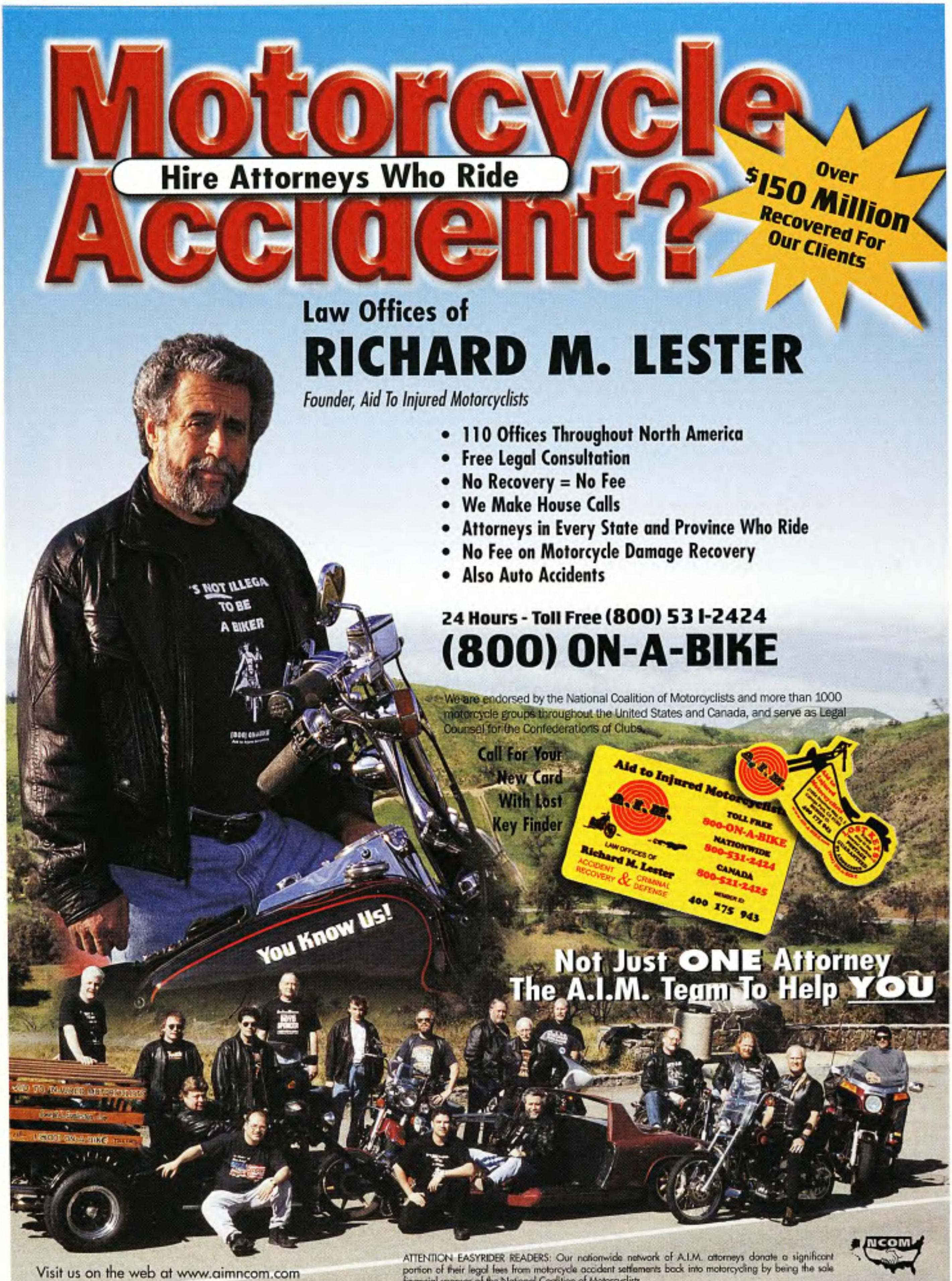
You can check out a variety of graphic designs at www.cyclegraphics.com or call Cyclegraphics today at 800-914-2008 for more information.

Eyeride Motorwear's Swingblade sunglasses

Eyeride Motorwear's new Swingblade sunglass system features interchangeable lenses in dark smoke, yellow and clear, and are designed to give riders eye protection in every environment from high-noon sun to foggy mornings. The interchangeable lenses are easily snapped in and out of a frame that is designed to fit helmets and which is aerodynamically correct for open-face helmet use.

The Swingblade set comes packaged in a semihard case with a safety clip for secure use on the road.

Eyeride Motorwear's new Swingblade sunglass system retails for $30 and is available through Tucker-Rocky, Parts Unlimited and Custom World Canada. Go to www.eyeride.com for more info.



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BILLY AARON'S OLD-SCHOOL CHOPPER

Kinda Spooky

You could call Texas bike builder Billy Aaron the Perfectionist Plumber. His wife, Beth, would agree and was there back in the days when they lived in Maryland and Billy had built his first bike in the basement of his mom's house. "I helped him lug the bike up the basement stairs to get it outside so he could take it to a bike show. He won the show," recalls Beth.

That was a few decades ago, and Billy is still winning shows with bikes he builds at home, but fortunately no longer in the basement. In addition to his home garage where he handles the final assembly, he's set off 1,500 square feet of his 20-year plumbing business for all his grinding, molding, welding and bodywork under signage that reads "Billy Bikes."

One of those "Billy Bikes" is the panhead rigid seen here, homage to old-school values. Executed with a level of perfection that rightly earned it Best of Show at the 2002 Easyriders Dallas Bike Show, the bike also garnered first place in the Early Riders class at the end of the season at the Easyriders Invitational in Columbus, Ohio, in 2003.

Stretching mathematics a bit, you can see Billy worked up a magic bike-building formula of sorts: 52 plus 66 plus a perfectionist attitude equals success. The 52 and 66 refers to the original year of manufacture for the pieces that went into the custom frame's construction when first fabricated many years ago.

Hooked on vintage bikes since, he says, "I've always built my personal bikes, and had my first panhead when I was like 14 years old. Back then it was my only means of transportation. I'm 50 years old, and that was a long time ago."

Back in his East Coast days, Billy cut his teeth painting bikes for a little custom shop near Baltimore. "The guy hired me because my bikes were prettier than his, and I was just building them in the basement," he says. "I originally made this bike out of spare parts because back then we couldn't afford anything. I had a wrecked wishbone frame that was all bent up and a Glide frame. I cut them in half and spliced the sections together. I showed the bike at the Rat's Hole Show in 1979 and it won fifth place. But back then it was green with a pan/shovel motor."

Over the years the bike got a little long in the tooth and no longer met Billy's particularly high standards so he took it all apart, then it sat for 10 years. One day Billy decided he wanted to put it back together, so he began scouring swap meets and collected a treasure trove of vintage parts; then, he began building a new scooter from scratch based around that '52/'66 frame.

"I changed it around a lot and added the springer and went to the 96-inch Axtell/S&S since I always wanted a big-inch motor," Billy explains. "It's a kicker and for that big a motor it's not too bad once you get your rhythm down. You choke it three times, turn the switch on and it fires right up."

Billy bought all the motor parts and designed the engine specs and then had Axtell, the source for the cylinders, put it together for him. You'll notice that Billy opted to use one of the vintage S&S L carbs. "It's old school and goes back to when S&S first started making them for fuel bikes, then later converted them over to gas. Hard to come by now, but they do run good," he says.

After seeing Martin Bros. bikes in the pages of *Easyriders* Billy met Joe Martin at a swap meet and hooked up with him

to paint the pan based on his color scheme. "Joe helped me a lot, fabricating the pipes and seat and concealing the rear fender struts," he says, "but he did look at me funny when I told him about splitting the tank colors. I wanted the Harley colors, the bottom black, and the top orange while the placement of the flame design serves to cut the bike in half and improve its lines. But when all the painting was completed, everybody loved the way it turned out."

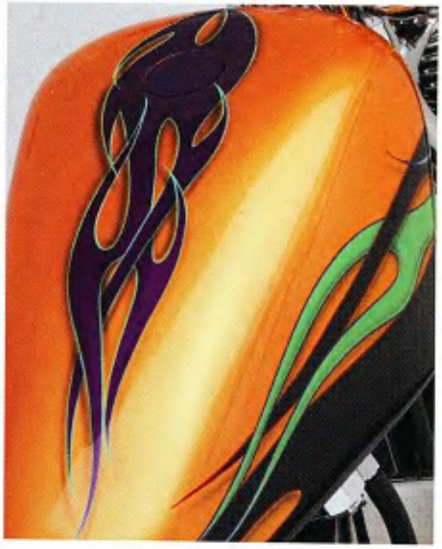
Summing up his custom bike building philosophy, Billy says, "I like 'em little and simple. As for the design, I see them in my head. The way I see it, if you can't see the bike in your head before you start, you shouldn't be doing it."

Asked how it was to ride the bike, Billy laughs and says, "It's kind of spooky."

Billy adds, "It's got a great big cam and the pipes are awesome and sound like something from the track. Axtell put that motor on a dyno and says it's right at 100 horsepower. That's pretty good for a bike that weighs about 350 pounds. So with that old springer and those big bars, it's kinda spooky."

Besides currently building a radical knucklehead with a VL springer, Billy's thinking about switching gears from the plumbing business and going full-bore into developing Billy Bikes as a full-time operation. So if you want yourself a one-off cherry old-school pan or knuckle, you better put your name on the list now.

—Paul Garson



Owner: Billy Aaron
City: Kerrville, Texas
Designer: owner

General
Fabrication: owner
Year/make: 2002/Special Construction
Model: custom panhead
Assembly: owner
Time: too long
Chroming: Brown's Plating

Engine
Year: 2002
Model: panhead
Rebuilder: Axtell Cycle
Ignition: Mallory
Displacement: 96 cubic inches
Lower end: Delkron/S&S/Carello
Balancing: Axtell Cycle
Pistons: JE
Heads: STD
Cam: Crane
Lifters: JIMS
Carb(s): S&S L
Air cleaner: none
Pipes: owner/Martin Bros. Bikes
Transmission: 1960 H-D
Modifications: Andrews gears
Shifting: jockey

Painting
Painter: Joe Martin
Color/type: candy orange/black
Special paint: PGP

Frame
Year: 52 and 66
Builder: Harley-Davidson/owner
Type: rigid
Rake: stock
Stretch: none
Shocks: none
Modifications: spliced and diced

Accessories
Bars: Speedway
Handlebar controls: stock
Fenders: Jessie James
Headlight: American Cycle Service
Taillight: billet LED
Speedo: no
Dash: no
Pegs: Spoon
Electrics: owner
Gas tank: Sportster
Oil tank: Paughco
Oil system: S&S
Seat: Craig
Mirrors: Performance Machine
Grips: Harley-Davidson

Forks
Type: springer
Builder: VTwin

Wheels

Front
Size: 21 inches
Wheel: Harley-Davidson
Tire: Avon
Brake: Performance Machine

Rear
Size: 16 inches
Wheel: Harley-Davidson
Tire: Avon
Brake: Performance Machine

Photographer: Michael Lichter

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55	$25.81	$46.16
60	$37.54	$71.75
65	$60.29	$118.78

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35	$19.60	$34.13
40	$25.38	$46.59
45	$37.80	$73.72
50	$56.35	$113.75
55	$77.26	$159.25
60	$112.88	$236.91
65	$182.79	$388.94

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Happenings

ARIZONA

Piss on Laughlin Party, Run and Show
Date: Apr. 23-25
Place: Lake Havasu City
Info: 928-854-1964
www.frontiernet.net/~desertthunder

Motorcyclists Memorial
Date: May 1
Place: Phoenix
Info: www.mma-az.org

ARKANSAS

The Arkansas Annual
Date: Apr.23-25
Place: RoadBarrons MC, Saline County
Info: 501-315-6308
arkansasannual.com

CALIFORNIA

All American MC Madness
Date: May 21-23
Place: Santa Maria
Info: 805-686-2007
www.horsepowerpromotions.com

Annual United States Motorcycle Jamboree
Date: May 28-31
Place: Tulare County Fairgrounds
Info: 661-832-2439, 562-422-0142 www.usmj.net

Pomona Cycle Show and Swap Meet
Date: May 30
Place: Fairplex, Pomona
Info: 714-557-1846
www.toppingevents.com

COLORADO

Pledge Run
Date: May 16
Place: ABATE Dist. 11
Info: 719-395-0360

Buena Vista H.S. Scholarship Pres.
Date: May 21
Place: ABATE Dist. 11
Info: 719-395-0360

CONNECTICUT

Miracle Ride
Date: Apr. 25
Place: Hartford
Info: 860-346-1200
www.miracleride.com

FLORIDA

Leesburg Bikefest
Date: Apr. 23-25
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

GEORGIA

Annual Gator Swamp Pig Pickin'
Date: May 28-30
Place: Brunswick
Info: 912-530-7376

Annual Veteran's Tribute Ride
Date: May 29
Place: Brunswick
Info: 912-530-7376
www.abate15.org

ILLINOIS

Walneck's Motorcycle Swap Meet & Show
Date: May 16
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
walneckswap.com

"Shop With a Cop" Car & Bike Show
Date: May 16
Place: Fairview Park Plaza, Centrailia
Info: 618-532-7896

HogRock River Rally
Date: Jun. 3-6
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

INDIANA

Annual CycleFest
Date: May 15
Place: Kruse Auction Park, Auburn
Info: 260-925-3600
www.acdfestival.org

Valpo Fest MC Rally
Date: May 30
Place: Valparaiso
Info: 219-464-9918
www.2motorcycleshows.com

LOUISIANA

Crow Road Crawfish Boil
Date: Apr. 23-25
Place: Natchitoches
Info: 318-356-8570

Louisiana Bike Expo
Date: Apr. 30-May 2
Place: Superdome
Info: 877-991-7433
www.louisianabikeexpo.com

MICHIGAN

Motorcycle Swap Meet
Date: Apr. 25
Place: IMA Arena, Flint
Info: 800-968-4242
www.motorcycleswap.com

Para_Dice MC Blessing of the Bikes
Date: May 16
Place: Baldwin Airport
www.angelfire.com/mi4/blessingbikes/

Vintage M/C Show
Date: Jun. 13
Place: Hickory Corners
269-671-5089 ext. 13
GilmoreCarMuseum.org

MINNESOTA

Great North Bike Show
Date: Apr. 24
Place: Duluth
Info: 715-374-3777

Motorcycle Ride Fundraiser
Date: May 22-23
Place: Ride in to Camp New Hope, McGregor
Info: 763-350-1482

MISSISSIPPI

South Miss. Bike Rally
Date: Apr. 30-May 2
Place:Hattiesburg
Info: 601-582-3232
www.southmississippibikerally.com

MISSOURI

Swap Meet
Date: Apr. 25
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

Vintage M/C Swap Meet
Date: May 15
Place: Branson
Info: 417-334-0775

Annual Boss Hoss Rally
Date: Jun. 9-13
Place: Osage Beach
Info: 901-763-4677
www.bosshosscountry.com

NEBRASKA

Pig Roast, Bike Show and Silent Auction
Date: May 16
Place: Omaha
Info: 402-561-9504

State HOG Rally
Date: May 28-30
Place: Grand Island
Info: 402-564-5498
nestatehogrally.com

Annual Brady Bash
Date: Jun. 5
Place: Brady
Info: 308-987-2805
www.bradybash.com

NEVADA

Laughlin River Run
Date: Apr. 21-25
Place: Laughlin
Info: 714-694-2800; 800-357-8223
www.laughlinriverrun.com

Best Breasts in the West Contest & Poker Run
Date: May 17
Place: Paramount Cycles of Reno
Info: 775-324-2455
cathousepokerrun.org

Annual Run-a-Mucca
Date: May 28-30
Place: Winnemucca
Info: 775-623-5071;
www.runamucca.com

State HOG Rally
Date: May 28-30
Place: Reno
Info: 866-687-2559
nvstatehogrally.com

NEW HAMPSHIRE

81st Laconia Bike Week
Date: Jun. 12-20
Place: Weirs Beach
Info: 603-366-2000
laconiamcweek.com

NEW MEXICO

AspenCash M/C Rally
Date: May 20-23
Place: Riudoso
Info: 505-258-3947
motorcyclerally.com

Red River Run
Date: May 28-31
Place: Red River
Info: 800-348-6444
redrivernewmex.com

NEW YORK

Annual Freedom Rally
Date: May 17
Place: Albany
Info: 518-828-7994

Annual AM-JAM
Date: May 27-30
Place: Sunshine Fairgrounds, Cobleskill
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA

Cherokee Survivor's Spring Rally
Date: Apr. 23-25
Place: Fairgrounds, Cherokee
Info: 828-497-2779
www.cherokeerally.com

Chris Bowden
Memorial Motorcycle
Scholarship Show
Date: Apr. 24
Place: Lumberton
VB112776@aol.com

OREGON
Washington County
Poker Run
Date: May 15
Place: ABATE,
Hillsboro
Info: 503-646-2060

Willamette Valley
Rhody Fest Run
Date: May 15
Place: Eugene
Info: 541-688-4268

ABATE Fossil Campout
Date: May 28-30
Place: Fossil
Info: 503-285-4329
abateoforegon.org

ABATE SE Poker Run
Date: Jun. 5
Place: Portland
Info: 503-760-9015

Gay '90s Parade
Date: Jun. 5
Place: ABATE Coos Bay
Info: 541-759-2388

Hub City Poker Run
Date: Jun. 5
Place: Albany
Info: 541-451-3940

PENNSYLVANIA
Carlisle Custom
Date: May 15-16
Place: Harrisburg
Info: 717-243-7855
customcompact.com

Motorcycle
Miracle Tour
Date: Jun. 6
Place: Danville
Info: 800-322-5437
www.geisinger.org/cmn

TENNESSEE
Mountain Party
Date: May 28-30
Place: Dunlap
Info: 423-949-5464
choppervilleusa.com

State HOG Rally
Date: Jun. 3-5
Place: Chattanooga
Info: www.tnstate-
hogrally.com

TEXAS
Annual River City
Bike Fest
Date: Apr. 29-May 2
Place: San Antonio
Info: 210-336-0619
www.rivercity
bikefest.com

Waltz Across Texas
Date: Apr. 30-May 2
Place: Marble Falls
www.waltzacros
texas.org

Repub. Texas Bike Rally
Date: Jun. 3-6
Place: Austin
Info: 972-866-8363

VIRGINIA
Vets Poker Run
Date: Apr. 24
Place: Richmond
Info: 804-541-3735

Ride For Kids
Date: Jun. 6
Place: Richmond
Info: 800-253-6530

WASHINGTON
Car and Bike Show
Date: May 21-24
Place: Bremerton
www.eastbremerton
rotary.org

WASHINGTON D.C.
Rolling Thunder 17
Honor Vets and MIAs
Date: May 30
Place: Vietnam Vets
Mememorial
Info: 908-369-5439
rollingthunder1.com

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#8-220 Skull Cateye Light w/bulb $19.95
#8-215 Maltese Cross w/LED Call for Price
#11-143 Chopper Taillight (For Show Only) start @ $21.95
V-Style Rear Turn Signal Kit #11-203 $78.95 kit
#60-300 Vintage Teardrop Taillight $34.95
#8-182 5-3/4" Halogen Chrome Aluminum Bullet Headlamp $102.95 ea.
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Hall of Fame

U.S. Rep. Mark Green Warns Of Infringements

Photo: Tim O'Conner

U.S. Rep. Mark Green of Wisconsin was the keynote speaker at the MRF's Meeting of the Minds held recently in Green Bay. Green spoke of our need to always be vigilant and especially be prepared to do battle with those who infringe on our basic freedoms. We received credit as bikers and as grass roots political activists for not only controlling our destiny but also participating in government as it was intended. He also recognized that our efforts not only have a legitimate place in the legislative process, but a necessary one and he applauded those very efforts.

Green became acquainted with bikers back when he worked with ABATE of Wisconsin as a state assemblyman. Interestingly enough he can still be found attending local ABATE events in the Green Bay area.

Since moving to Washington, D.C., Green has stood shoulder to shoulder with bikers during his three terms in Congress. He has strongly supported our position on HIPAA insurance legislation, the EPA rules for street motorcycles, and is now working with us to include motorcycle safety initiatives in the reauthorization on TEA-21.

Kirk "Hardtail" Willard, vice president of the Motorcycle Riders Foundation said the following: "It's with great pleasure and utmost respect that I present you this Champion award in recognition for support and efforts for motorcyclists throughout our great country." The award Green received was the MRF's Legislative Champion award.

—MRF

Industry News

HARLEY-DAVIDSON REPORTS RECORD FOURTH QUARTER & 18TH STRAIGHT RECORD YEAR

Harley-Davidson Inc. (NYSE: HDI) recently announced record revenue and earnings for its fourth quarter and year ended December 31, 2003. Revenue for the quarter was $1.16 billion compared with $1.03 billion in the year-ago quarter, a 12.8% increase. Net income for the quarter was $182.4 million compared to $150.9 million, an increase of 20.9% over the year-ago quarter. Fourth quarter diluted earnings per share (EPS) was 60 cents, a 22.4% increase compared with last year's 49 cents.

Revenue for the full year was $4.62 billion, compared with $4.09 billion in 2002, a 13.0% increase. Net income for the year was $760.9 million, a 31.1% increase versus last year's $580.2 million, while diluted EPS for the full year was $2.50, a 31.6% increase compared with $1.90 in 2002.

"This is the 18th consecutive year that Harley-Davidson has achieved records for both revenue and net income," said Jeffrey L. Bleustein, chairman and chief executive officer of Harley-Davidson Inc.

"As we begin our 101st year, we expect to grow the business further. We have set a new goal to be able to satisfy a yearly demand of 400,000 Harley-Davidson motorcycles in 2007. By offering innovative products and services, and by driving productivity gains, we are confident that we can deliver an earnings growth rate in the mid-teens for the foreseeable future," Bleustein said. *—Hawg Hound*

Legaleze

No Free Lunch

Recently, a major daily newspaper in Wisconsin reported that state courts are being swamped with thousands of cases where citizens are being confronted with jail time for driving on suspended driver licenses. These "criminals," most of whom have no criminal record, lost their licenses because they failed to pay traffic fines for code violations, child support, truancy, or failed to honor some other government edict.

The crisis was brought to a head by a little noticed change in Wisconsin law that made driving on a suspended license a criminal offence involving jail time. That also means jury trails and, potentially, public defenders at state expense.

Last summer when I testified against a 0.08 BAC standard I explained to the legislators that passing this bill to avoid federal sanctions (the primary motivation) was not a "free lunch." By vastly increasing the pool of "drunk drivers" to include responsible social drinkers, the legislation was opening up a whole new can of worms with serious unintended and costly consequences. First, half of the people convicted of DUI never again apply for a driver's license; why? Because they can't afford the fines and surcharges and they are unable to purchase insurance. Of course they continue to drive because their livelihood requires that they drive. If they're caught driving, new penalties are just heaped upon the old penalties. The hole just keeps getting deeper and deeper. Welcome to the "new age" version of debtors' prison.

The DUI laws are not singularly responsible for this conundrum but we may be headed for a day when having a valid driver's license will be the exception and not the rule. The federal government claims that 1 of 7 drivers does not have a valid license. That's about 25 million people! *—James J. Baxter, NMA President*

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1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30	31	32			

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1996	5	6	7	8	9	10
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Coast to Coast

Biker News

EMISSIONS REGULATIONS SET FOR STREET BIKES: On December 23, 2003, the Environmental Protection Agency established the first new emission standards for highway motorcycles in 25 years, but certain concessions from the federal regulatory agency indicate that three years of opposition and resistance from America's motorcycle rights network has succeeded in producing a more palatable ruling.

By 2010, motorcycle manufacturers will be required to slash tailpipe emissions by more than 80% by using improved technologies such as secondary air injection, electronic fuel injection systems, liquid cooling and catalytic converters, though none of those technologies are mandated in the new regulations.

These reductions will be phased in over a two-tier implementation plan that will require manufacturers of on-highway motorcycles, small scooters and mopeds to meet strict new emissions limits by 2006, and even more stringent levels set for 2010.

Sections of the rule dealing with customization were most impacted by riders' lobbying efforts, and the EPA contends that the new regulations will not have any adverse affect on the aftermarket industry. Nothing in the new regulations will change what owners may do legally to customize their motorcycles, they claim, though it's important to note that it's already a violation of the Clean Air Act to tamper with pollution control equipment.

Also, small-volume manufacturers who build fewer than 3,000 motorcycles a year, and who have fewer than 500 employees, are exempted from the first-tier pollution limits until 2008, and will not be required to meet the second-tier standards at all. There is also a one-time exemption for the owner/builder of a kit bike.

The new federal regulations are based largely on emissions standards already taking effect in California for the 2004 model year, though California's regulations do not allow for these exemptions.

Motorcycling activists across the country should be proud of their efforts to protect their rights and preserve our lifestyle, but rest assured that the fight ain't over,

and the EPA intends to revisit the street bike regs in 2006.

EMISSIONS TESTING FOR MOTORCYCLES: Based on the fact that the EPA will begin enforcing strict new emissions regulations on motorcycle manufacturers in two years, Knox County, Tennessee, officials might include motorcycles in a mandatory emissions testing law likely to be enacted this year.

Knox and 10 surrounding counties are under the regulatory gun to take steps to clean up East Tennessee's smoggy skies by March 1, 2005, or face sanctions that could include the loss of federal highway funds and stricter pollution controls on industry.

Lynne Liddington, Knox County's air quality management director, said officials haven't previously considered testing motorcycles, but "We can always put it on the table."

Whether motorcycles are included or not, Liddington said, the biggest pollution sources—coal-fired power plants and tractor-trailers—won't be covered under any testing program.

"It's obvious that the new EPA regulations are already being factored into new government regulations at the state level," points out Steve Lundwall, state director of CMT/ABATE of Tennessee and a member of the NCOM Board of Directors. "When bikes which comprise an extremely small percentage of registered vehicles and an even smaller percentage of the pollution are singled out and it is stated that the biggest polluters won't be included in the testing program, it becomes very clear that we are vulnerable no matter how insignificant the initial threat seems."

"ORGAN DONOR" BILL KILLED: AB 1200 started out as a nice, "clean" helmet modification bill, allowing motorcyclists 18 and older the option of wearing a helmet in California. Then, just one week before the measure was to be heard in the Assembly Transportation Committee, the bill was amended to include mandatory organ donation as a requirement to ride free.

The bill's author, Assemblyman John Longville amended the bill without consulting the bill's sponsor, ABATE of California, in a misguided effort to find a "creative solution" to help the bill gain the votes needed to pass.

Obviously, this was one solution that didn't sit well with California's riders. Assemblyman Longville admitted his mistake and had the amendment removed from the bill prior to the committee hearing. The original bill language was then voted on and the bill lost by 9 aye votes to 11 no votes.

Hundreds of riders who rallied at the Capitol that day had hoped that a motorcycle-riding governor would aid their cause, and some carried signs asking Governor Arnold Schwarzenegger to "Terminate the Helmet Law." However, the Governor was a no-show.

Despite the setback, Jean Hughes, PAC chairman of ABATE, told the *Sacramento Bee* newspaper, "We'll be back...and in force."

STATE OFFICIAL ADMITS HELMET LAWS DETER TOURISM: When concerned out-of-state riders began writing to the Nebraska Tourism Division seeking support in shelving the state's mandatory helmet law (LB303), the director agreed that more riders would travel through the state if helmets were optional.

"You are not alone," wrote Dan Curran, director of the Nebraska Division of Travel and Tourism, in response to a letter from Richard Hall from ABATE of California, "there are a number of people that want the law modified or removed. In my job, I can't lobby for or against the issue. But, you are correct, we would see a positive economic impact during the annual Sturgis migration with a more liberal helmet law."

BIKERS WANT TO PARADE TOPLESS: On December 15, the Massachusetts House of Representatives engrossed H 206, a bill to exempt motorcyclists participating in public parades from the helmet law.

"House No. 206 now goes over to the Senate for its action," said Paul Cote, legislative director for the MMA of Massachusetts. "Maybe when the MMA storms the statehouse on Thursday, May 20, 2004, we'll have a 'parade!' I like that idea!"

"GET YOUR ROCKS OFF"...OUR ROADS! : ABATE of Pennsylvania has sponsored a bill to require trucks to cover their loads to prevent spills and road hazards. Representative Stan Saylor introduced HB 880 that increases the fines for violations and further defines what the violations are.

"Those from the trucking industry still maintain that enforcement is the problem and that the current law is sufficient," said John Mullendore, legislative coordinator for ABATE and a member of the NCOM Board of Directors. However, as ABATE's lobbyist Charles Umbenhauer points out, enforcement wasn't a problem when it came to helmets so he isn't buying that argument.

"We're not looking to drive a wedge between bikers and truckers," said Mullendore, adding that they hope to come to an agreement between the two groups. "Some of the biggest violators are weekend movers in pickups and people hauling mulch and the like. These too are included in the law."

—Bill Bish, NCOM

Freedom Issue

It's Not Just About Helmets

Once again, the issue here is freedom! In California the law states that "no person shall drive any two-wheeled motorcycle equipped with handlebars so positioned that the hands of the driver, when upon the grips, are at or above his shoulder height when sitting astride the seat." (CA Vehicle Code 27801(b).

This law has been on the books since May, 1972, but it was only a "fix-it" ticket. That is until the bureaucratic entity known as the California Judicial Council decided that a handlebar ticket should be a non-correctable offense which results in points on your driver's license and a likely increase in your insurance rates.

This law has never been anything more than a harassment tool. No one has ever tried to pretend this law has anything to do with safety. This is another case where a government entity steps in to tell you how to live or ride. ABATE of California will be addressing the handlebar height issue in the next legislative session and you can support that cause by contacting ABATE of California at www.abate.org or calling the State office at 805-641-2334. Call us if you have received a handlebar ticket in California in the last 12 months.

— Jean Hughes, State PAC Chairman, ABATE of CA

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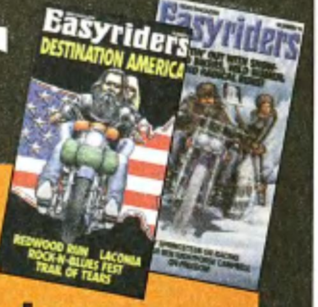

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Shack of Shame

Illinois Governor Rod Blagojevich and Rep. Steve Davis claim, "Hey, I'm with you."

But... Rep. Steve Davis (D-East Alton) asked ABATE of Illinois last year for an opportunity to earn the coveted "Black Vest" award declaring, "Hey, I'm with you guys!" Davis has backed ABATE for the past 10 years, which included sponsoring SB-1521, a bill that gave the director of DNR the use of the Off-Highway Vehicle Fund (OHV Fund) to pay for off-road trails on state-owned or managed lands.

During the regular session of 2003, SB-1521 sailed through both the Senate and the House with a veto-proof 2/3-plus majority in both chambers; the bill was then sent to Gov. Blagojevich for his signature.

Being an "A-rated" governor who also stressed, "Hey, I'm with you guys," all through his election, ABATE was shocked to discover that Blagojevich pilfered $1 million from the protected Cycle Rider Safety Training Fund, including $100,000 from the OHV Fund and then also "amendatory" vetoed SB-1521.

During the fall session, the Senate easily overrode the veto. However, in the House, the "I'm with you guys" Davis had a problem with Blagojevich wanting him to not call the bill.

ABATE of Illinois offered Davis an easy way out by signing off the bill and letting someone else sponsor it, shouldering the Governor's wrath. After Davis agreed he would do this, he acted like someone who owed money to ABATE, hiding out and refusing to talks to us.

Hours were spent literally chasing him around the Capitol trying to get him to sign the bill over; in no way was this man "with us" anywhere. Davis let the clock run out and when this year's session ended, SB-1521 was dead.

After a decade, ABATE of Illinois is pulling all support from Rep. Davis, he has gone from an A+ to an F-. In this business all one has is their name and their integrity. It's time we send the message that ABATE is always watching and bikers always matter. Are you with us?

—Cheryl Pearre, state legislative coordinator, ABATE of Illinois

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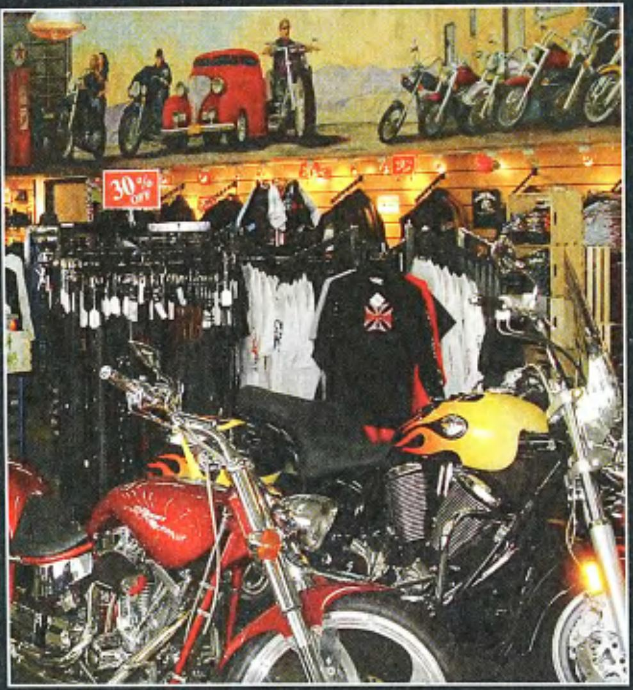

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National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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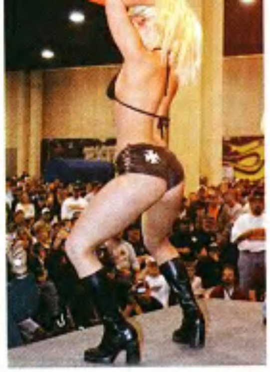
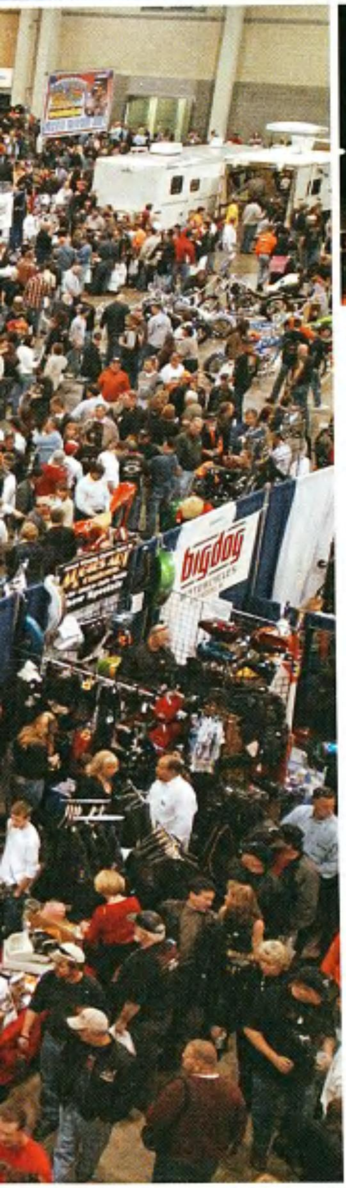
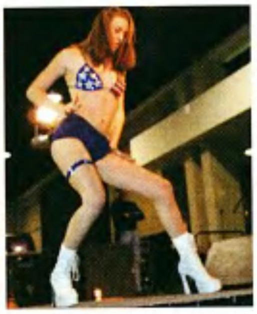


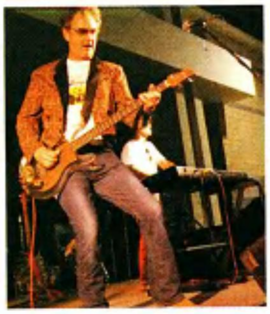
This year's Charlotte Easyriders Bike Show in North Carolina was a record-breaker. There were more than 300 custom bikes on display, while the mighty Charlotte Convention Center was packed with smilin' biker families all wanting to take a look at some of the finest custom iron we've ever seen. The show opened at noon on Saturday, January 24th, and the line of eager spectators reached around the block.

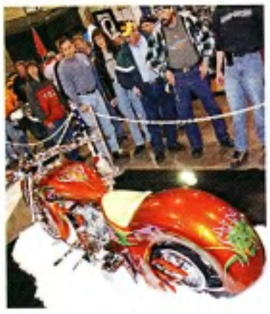
Inside the hall, all were greeted by the sight of the glistening, Easyriders Centerfold Tour display. We're talkin' cool custom rides displayed on turntables by the likes of master builders Eddie Trotta, Tom Langton, Kendall Johnson, Kim Suter, Billy Lane and Paul Yaffe. Lucky event-goers got photos and autographs from Eddie, Kendall, Kim and Paul.

As usual, there was good food and



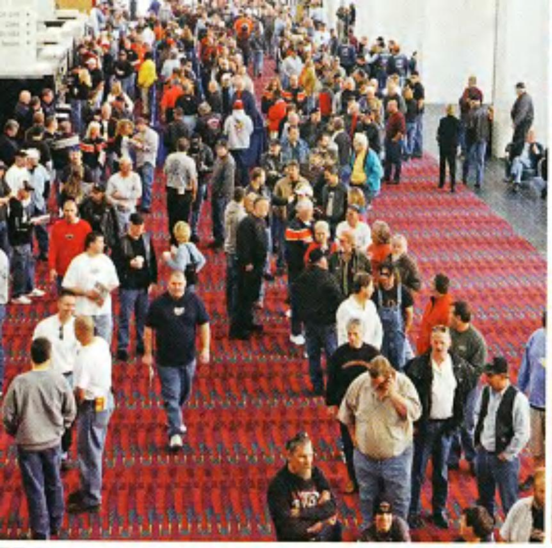






ALL THIS AND GRITS TOO!

CHARLOTTE BIKE SHOW



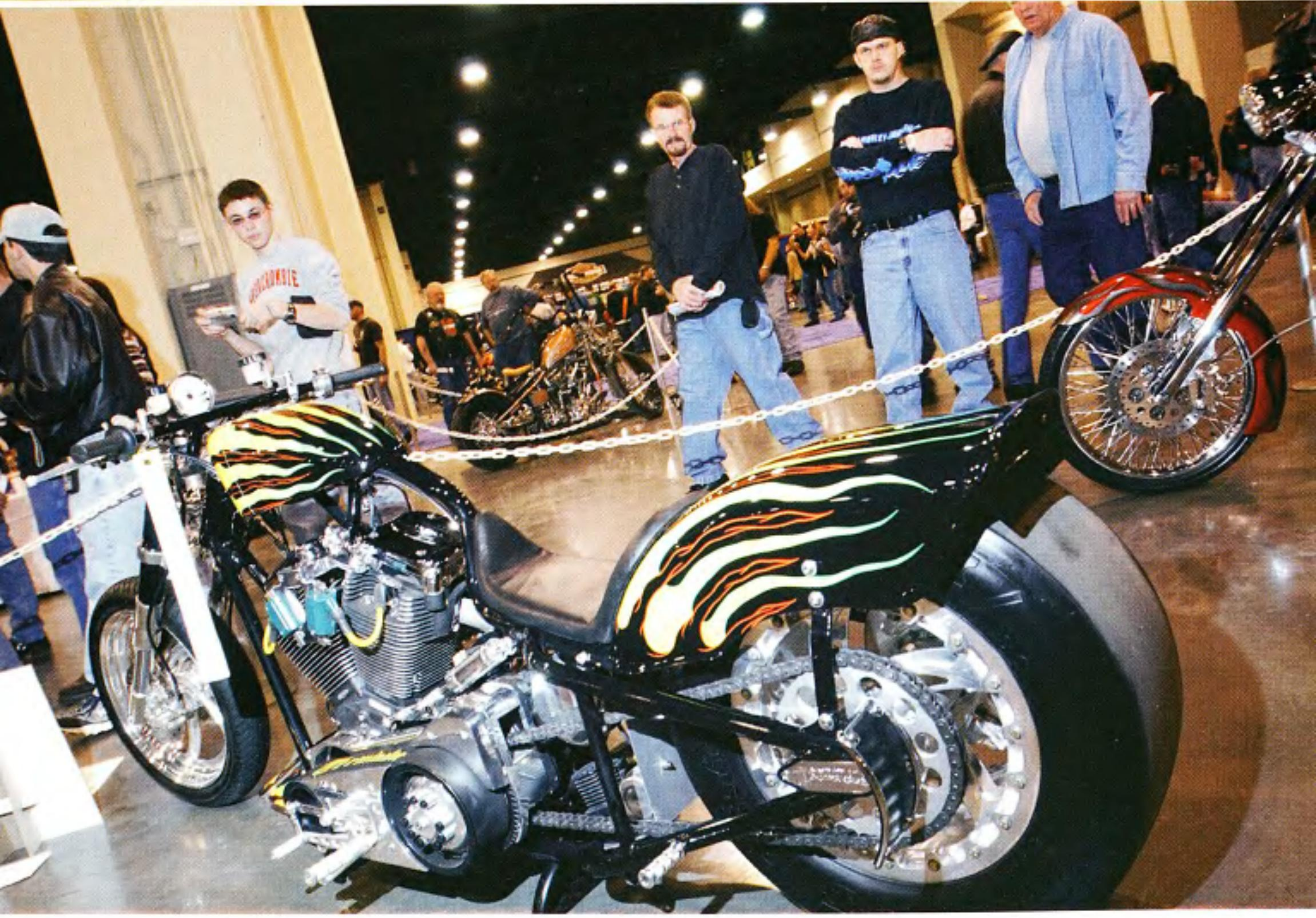
cold suds on hand for the teaming masses as well as great live music thanks to the DB Bryant Band and headliners, The Georgia Satellites. Those boys sure know how to rock. The crowd was wowed by The Purrfect Angelz dance troupe, a special appearance by Ms. Easyriders 2002, Roxy LeRoux, as well as the Trophy Girl contest. When the smoke cleared, a lovely Southern lass named Shelby was crowned as Trophy Girl and helped Managing Editor Scott McCool and Editor-in-Chief Dave Nichols hand out the glittering trophies that night.

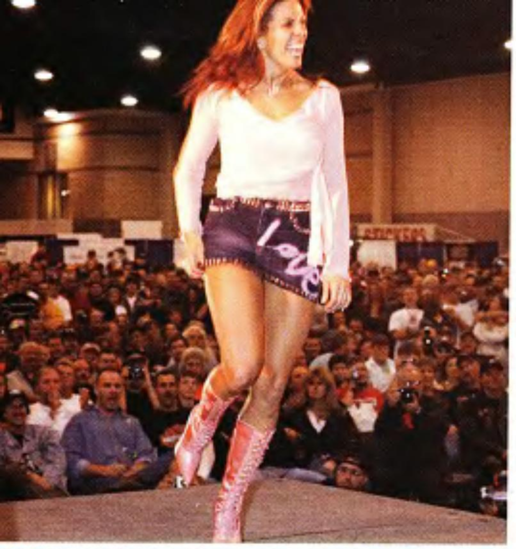
When you've got over 300 pristine bikes on display it is damned near impossible to pick the winners. Each and every bike in the show deserved to take home a prize. Picked as the best of the best in the Judged class, our editors honored award-winning scoots by Trae Coburn of the Chopp Shop from Myrtle Beach, South Carolina, Russell Marlowe of Carolina Customs from Kingstree, South Carolina, and Eastside Choppers from Myrtle Beach.

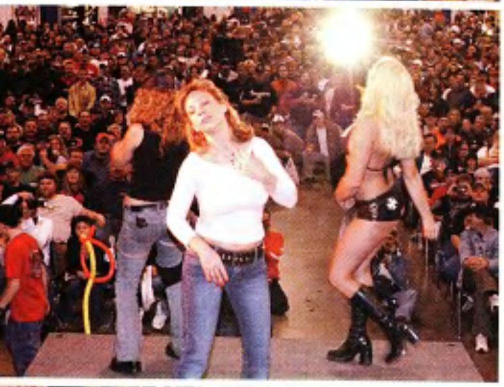
The spectators picked the winners in our Spectator class and top honors went to Best of Show winners Jeffrey Gray of Mechanicsville, Maryland, Randy Strickland of Durham, North Carolina, and David Anderson of Ripley, West Virginia.

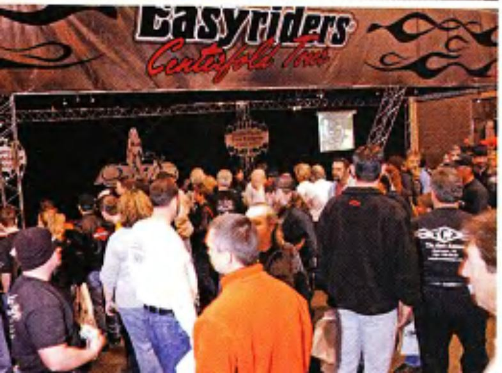
We'd like to thank our sponsors of the Easyriders Bike Shows: Carolina Custom Products, Performance Machine, Belt Drives Limited, Bikers Atlas, Avon Tires and Defiant Customs. Once again, John Green, Melissa Penland, and the entire Action Promotions team did a bang up job. We'll be back next year to check out more wild rides…and eat more grits.

— *Phantom Dave*









EASYRIDERS BIKE SHOW — CHARLOTTE BIKE SHOW WINNERS

JUDGED CLASS

BEST OF SHOW

1st – Trae Coburn, The Chopp Shop, Myrtle Beach, SC – 2004 One-Off Chopper

2nd – Russell Marlowe, Carolina Customs, Kingstree, SC – 2003 Carolina Custom

3rd – Eastside Choppers, Myrtle Beach, SC – 2004 Penz Custom

LUSTER LACE GLEAM & GLOSS AWARD

Grumpy's Customs, Concord, NC – 2004 Pro Street Custom

EDITOR'S CHOICE

Southern Thunder, Atlanta, GA – 2001 Knucklehead Chopper

BEST RADICAL

1st – Stuart Fischer, Wellington, FL – 2004 Grave's Chopper

2nd – Froggy's Custom Cycles, Piedmont, SC – 2004 Chopper

3rd – Larry Sawyers, Mt. Airy, NC – 2002 Kendall Johnson Custom

BEST STREET

1st – Brad White, Gypsy Choppers, Waynesboro, VA – 2001 Rigid Panhead

2nd – JoAnn Bortles, Wax Hall, NC – 2004 Rigid Gooseneck Chopper

3rd – Shawn Davidson, Taylorsville, NC – 2003 Custom Softail

BEST SPECIALTY

1st – John Dodson, Gangster Choppers, Chesterfield, VA – 1972 Shovelhead

2nd – Nancy McGowan, Freehold, NJ – 1956 Harley-Davidson Panhead

3rd – Bryan Reece, Charlotte, NC – 1957 Sportster

BEST ANTIQUE

1st – Mike Huber, Eden, NC – 1936 Harley-Davidson VLH

2nd – Iron Horse MC, Monroe, NC – 1946 Indian Chief

3rd – Ed Rich, American Classic, Ashboro, NC – 1938 Harley–Davidson Knucklehead

BEST PAINT

Kerry Love, Westminster, MD – 2003 Special Construction (paint by Vince Goodeve)

BEST DISPLAY

Bennie Gregory, Darlington, SC – 2000 Custom Softail

SPECTATOR CLASS

BEST OF SHOW

1st – Jeffrey Gray, Mechanicsville, MD – 2004 Custom Harley-Davidson Shovelhead

2nd – Randy Strickland, Durham, NC – 2002 Special Construction Rigid

3rd – David Anderson, Ripley, WV – 2001 Custom Softail

EASYRIDERS

1st – Michael Lima, Seffner, FL – 2003 Special Construction

2nd – Extreme Motorcycles, Hickory, NC – 2004 Custom Chopper

3rd – Larry Hoopaugh, Charlotte, NC – 2004 Redneck Chopper

IN THE WIND

1st – Scooter, Grumpy's Customs, Concord, NC – 2003 Custom Chopper

2nd – Morton's Custom Cycles, Concord, NC – 1996 Harley-Davidson Heritage

3rd – Bobby Butler, Valdese, NC – 2001 Custom Hardtail

BIKER

1st – Michael Kerouac, Apex, NC – 2004 Custom Chopper

2nd – Kevin Kirkpatrick, Salisbury, NC – 2003 Redneck Chopper

3rd – George Walker, Boynton Beach, FL – 2003 Grave's Custom Chopper

V–TWIN

1st – Greg Oxendine, Maxton, NC – 2003 Custom Harley-Davidson

2nd – Jimmy Yow, Concord, NC – 2002 Custom Softail

3rd – Jeremy Hewitt, Laneya, VA – 2003 Special Construction

EARLY RIDERS

1st – Ken Carr, Shelby Tap, MI – 1956 Harley-Davidson Panhead FL

2nd – Mark Booth, Cherryville, NC – 1948 Panhead Chopper

3rd – Morton's Custom Cycles, Concord, NC – 1973 Harley-Davidson Sportster Chopper

Photos: Aaron Stevenson

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TWO EXOTIC RIDES

...*EASYRIDERS* 2003 EXOTIC DANCER OF THE YEAR GINA LYNN

Each year in our May issue we launch into spring with our pick of the Top 10 Hottest Exotic Dancers in America. We thought you'd like to take a gander at last year's numero uno pick for top babe, shot with a gorgeous custom bike. You're drooling all over li'l miss Gina Lynn here astride one of the coolest custom choppers of recent years by Performance Machine.

The bike is the work of PM's in-house R&D department, and specifically, builder Peter Vecvanags, with direction from head honcho, Perry Sands. Naturally, this righteous red scooter was used to display the latest PM brakes, hand and foot controls and wheels at bike events all over the country. From Daytona's Bike Week to the Sturgis Rally and Races and all points in between, this chopper has been the envy of bikers all across this great land.

Easyriders

If you like what you see (and who in their right mind wouldn't), give the fine folks at Performance Machine a call at 714-523-3000 or visit their Web site at www.performancemachine.com.

The luscious lady, Gina Lynn, is known for her many erotic films such as *The House Sitter*, *Sex Deluxe*, and *Jail Babes #3* (jail babes?). Gina has also displayed her talents in numerous men's magazines but has recently gone more mainstream. She has appeared in the feature film, *Analyze That*, and has been seen on NBC's *Third Watch* and HBO's *Sopranos*.

One look at her ample assets explains why we voted her the Hottest Exotic Dancer of 2003. Discover who made it to this year's Top 10 by checking out Page 106 in this issue.

To join Gina's Fan Club write to: P.O. Box 2652, West Lawn, PA 19609, or visit her sexy Web site at www.ginalynn.com.

These two exotic rides are also yours in the form of a too cool poster, which comes with the newsstand copy of *Easyriders* with our compliments.

—Phantom

Photos: Rick Hustead

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HS42 OR SUPER E

I want to put a bigger carburetor on my Softail that I have already modified with a Crane cam and a Thunderheader exhaust. I don't want to put you on the spot, but can you recommend whether I should buy a Mikuni HS42 or an S&S Super E? If you recommend the S&S, is the Super E the right one? I don't know all of the different models. The bike runs very well and I don't want to take the engine apart as far as removing the cylinder heads and pistons.

Sgt. Pepper
Ridin' the Web

This question comes up pretty often. The S&S is easier for the average home mechanic to tune. The Mikuni is more complex, but better able to compensate for factors inside and outside the engine that might require a jetting change in the S&S. Pretty much anyone capable of operating a screwdriver without hurting himself can tune an S&S. The Mikuni isn't that much tougher, but it does take more thought than the S&S.

Because of their simple, two-circuit design, it can be difficult to tune an S&S for a perfect fuel delivery curve throughout the rpm range. That is where Zipper's ThunderJet comes into play. The ThunderJet and another modification popularized by Zipper's, the adjustable air bleed, make it possible to get nearly perfect fuel and dyno curves, but only if you're a good enough tuner to take advantage of the additional circuitry.

If you're reasonably handy with tools and don't think you'll be intimidated by a tuning manual, go to a shop that stocks both carbs, look them over, and buy the one that seems right.

Several comparison tests have been published that demonstrate how each of these carbs performs better than the other. In reality, that means they run neck and neck. Dyno numbers, especially peak horsepower, are more a matter of airflow than carburetor design.

S&S Alphabet Decoder:

Super B and Super D: The B was introduced in the '70s, the D in the '80s. These are probably the simplest aftermarket carbs ever made, but their length can cause leg clearance problems. The lack of an accelerator pump can also cause a hesitation or stumble when you open the throttle abruptly, especially with so-so tuning. The Super B has a 1 7/8-inch bore, the Super D 2 1/4 inches. Except for size, they're identical. In spite of its age, the Super D remains the weapon of choice for big street-strip engines.

The Super E and G were introduced in the early '90s. They're 1 3/8-inch shorter than the B and D, have a shinier finish, and utilize an accelerator pump. The accelerator pump makes them slightly more complicated to tune that the B or D, but they're still pretty simple. The pump makes cold starts easier, especially when kickstarting and it improves throttle response. The E/G air cleaner is wider than the B/D version and flows more air.

I'd tell you about S&S's mystery carb, but then they would have to kill me

WANTS A BIG REAR END

I need advice. What is the biggest rear wheel and tire I can put on my 1997 FXSTC? I like my Softail but would like to make it a little different without totally changing the looks. I am considering 18-inch apes too, but my old man says not to. He won't say why, he just says that apehangers are a bad idea.

Melinda
Web Mistress

There are all kinds of wide-tire kits out there. Some are pretty basic and just include spacers to offset the transmission and driveline. Others have everything you need except the tire and wheel.

If I were into the wide-tire look, I'd probably go with the Santee kit handled by Custom Chrome. It includes the driveline spacers, but also a custom swingarm and fender struts that will let you run a 5-inch wheel with a tire up to 200mm wide behind your stock frame. MSRP is a little over $1,500, and you'll still need to come up with a fender, wheel, tire, and money to pay whoever installs it for you. Eurocomponents has a kit that will let you use a 250, but it's a little pricier than the Santee.

They won't give you the meaty look of a 200 or 250, but there are a couple of cheaper alternatives. A chain drive conversion will let you get away with up to a 160 tire. You could also use the late H-D narrow pulleys and belt. They will let you squeeze in a 160 too. With that much rubber, you may have to grind away the lip along the inner edge of your fender.

The cheapest way to put more tire under your Softail is to install a 140/90 Avon Venom. Most 140s require you to cheat by cocking the wheel a little, but the Venom is just narrow enough not to. It won't give you the ATV look that's gotten so popular, but it will fill your fender a lot better than the stock 130 does.

Unless you get stupid with the height, apes are about the most comfortable handlebars going. The only problem with them that I can think of is that they tend to cause speed wobbles at 85 or 90 mph. Better to ask your old man again why he doesn't like them. If he still won't tell you, cut him off for a few weeks and see what he says then.

CAN'T GET IT TO FIT

I have a new 74-inch panhead engine built with all new S&S lower end parts but I can't get the generator to go in. I have taken the cam cover off, but I can't find anything wrong inside. The crankcases and all of the gears are S&S.

Jeff Black
Ft. Ord, California

If you have the late, 13-tooth generator drive gear, try the '57 and older 14-tooth gear. If that doesn't do the trick, loosen the Allen screw that holds the idler gear shaft in the crankcase, give the shaft a few light taps towards the rear of the engine with a plastic hammer, tighten the screw, and try installing the generator again. You may have to repeat this a few times, and it would be a good idea to Loctite the screw after you've finished. Be careful not to hit the shaft hard enough to damage anything, especially the crankcases.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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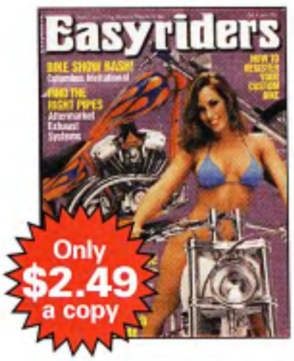

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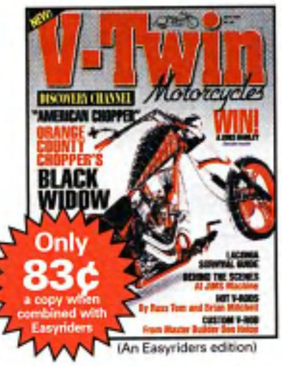

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PAINTING THE ARIZONA DESERT AND BEYOND

Mike Learn Airbrush & Design

Mike Learn, you might have noticed over the past few issues of this rag, has become quite notorious as of late for his often dramatic and always incredible airbrush work. Suddenly, his work seems to be everywhere: in the pages of various magazines, at bike shows all over the country, and lately even on television. "Right now we're doing a TrimSpa bike, featuring Anna Nicole Smith, and it's supposed to be aired on Spike TV," he says. "It's pretty much a bolt-together chassis with an RC-Comp frame with a single-sided, tubular swingarm, left-hand drive, and 280 series tire, I think. Joe Rubino at Big Boar Customs in New Jersey is building it, and the paint job's gonna be based around the artwork they're currently using, with Anna Nicole on it. So we're going to mutate some of their ideas and turn them into a paint job."

Then there's another project involving NASCAR, and "we've also done a bunch of projects for Jim Nasi and some other builders, plus, we're currently working on Kendall Johnson's bike, which he's building for the *Great Biker Build-Off* series on the Discovery Channel."

And if that wasn't enough, there's another TV bike being built, this one a customized Fat Tail Heritage for Jack Bauer, the character played by Kiefer Sutherland on his series *24*. And, at the time of this writing, Mike was getting ready for Daytona, where it all seems to be coming so fast and furiously right now, you'd think he's an overnight sensation hitting the peak of his 15 minutes of preordained fame. But overnight is a relative term; Mike's been preparing for his success for the past 26 years, a good indication that it will last a lot longer than 15 minutes. Much of Mike's history can be gleaned from his intensely informative Web site, such as the fact that he started airbrushing model airplanes at the age of 12, that shortly after that he switched to T-shirts, and that his main influences were artists like Frank Frazetta, Stan Lee, Salvadore Dali, H.R. Giger and Big Daddy Ed Roth.

You'll also be fascinated by further factoids such as Mike being fortunate to have had supportive teachers during middle and high school, receiving many awards, including The Governor's Award for Fine Arts, and how he came to realize that his true passion was, in fact, painting. And you'll no doubt revel in the knowledge that Mike attended Edinboro State University majoring in Corporate Arts and Illustration, and that he actually interrupted his studies with a less successful stint as rock and roll musician. Life as a lead guitarist in Erie, Pennsylvania, can be hard, so Mike supported himself by working in body shops in the area where he grew up. "He learned about fabrication and prepping and was given the opportunity to paint murals and graphics on his friends' cars," the Web site tells us. "He spent a good deal of time modifying Sportsters, old Triumphs and other types of abandoned British motorcycles. Mike was coming to the realization that his life would somehow need to find direction that would feed his passions for airbrush, fabrication and music."

After many years in Pennsylvania, Mike moved to Arizona and worked at a small paint and body shop, where he met his future partner in crime, Krash. Together, Mike estimates, "Krash and I must have painted about 4 to 5,000 bikes for companies like Titan, Bourget Bike Works, Jim Nasi, and many others."

In 2002, Mike stepped out on his own starting Learn Airbrush & Design. After he got enough business going to support himself and his wife, Diana, his buddy Krash came aboard, and together they began to enjoy the freedom of working for themselves, as well as the opportunity to stretch artistically. "We're very fortunate to have customers who aren't necessarily limited by budget or ideas and pretty much give me a blank slate and let me come in and just do what we can do," Mike says. "Usually, the only couple of questions I'll ask them is, 'what would I do on this bike that could possibly offend you or your family?' or, secondly, 'what colors don't you like?' And with those basic criteria of what they don't want, we usually come up with something that they're 100% satisfied with."

Photos: provided by Mike Learn

Aside from his and Krash's obvious talents, Mike blames the success of the company squarely on his wife Diana's shoulders. "Us coming out of the woodwork was due to my wife's marketing and advertising talents and being aggressive about going to all the shows, as well as Daytona, Sturgis, Biketoberfest, and getting to meet all the people in person."

What sets Mike Learn Airbrush & Design apart from the many talented competitors is the fact that "we use technology to our advantage," Mike explains. "We use a lot of different computer drawing programs and different making techniques. We have, for example, a very well-known flush taillight system with LEDs, where the lens is actually a part of the fender and the paint job. And I would like to think that our level of creativity and the aggressiveness with which we approach what we do takes us to a different level than a lot of the hops out there."

The way this works, according to Mike, is that the customer might send in photos of his chassis, which Mike then scans into his computer. "With CorelDraw, for instance, we'll actually draw the bike for them with the paint representation on it. From that point, I'm able to take a lot of the design work and run it into a plotter to create very intricate technical pieces."

The technology, he adds, allows him to pass on significant savings to the customer in terms of man hours used to create the design, "but it also allows us to do a piece without actually having to cut on the surface (of the bike), which might potentially diminish the paint job's longevity."

Mike and company have also developed a masking technique, which Mike still keeps "hush-hush," but which he says, is "completely new to the industry and allows for virtually limitless detail. We're still developing that further and will, eventually, blow people away with it."

Currently employing five people in the paint shop, Mike also has a silk screening business and his own apparel line, with which he does designs for industry pros like Kendall Johnson, Fat Katz, Jim Nasi, Bourgett, and others. "We actually advertise our apparel in *Easyriders* under the Rolling Chrome label," he adds.

On top of that, Diana not only masters Mike's Web site, but also Web sites for other companies, as well as advertising design. "We have a very strong force of knowledgeable people who ride, I have been involved with the industry for many years, and we've been able to not only promote our own work, but also help others promote themselves.

Mike rides a '93 FXR chopper, Diana has a '97 Fat Boy, while Krash sits atop a 2000 Special Construction hardtail, and you can bet your bottom dollar that everyone's bike there boasts a Mike Learn paint job. Mike says, there's 200 hours of fabrication in his 6-up, 6-out single down tube frame, and as many hours worth of paint. It was built for promotional purposes and can be seen in an upcoming issue of this magazine.

"There's so many good artists and painters out there, it's hard to say who's doing what the best," Mike says in conclusion, "but I think that just trying to create something uniquely different artistically is setting us aside and may not be putting us on the forefront, but maybe off to a tangent, and I feel that's working well for us and, in the long term, it is really gonna make a difference."

—Red Baron

For more info on Mike Learn Airbrush & Design and Mike's entire biography, check out www.mikelearn.com.

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IT'S ALL UP TO YOU... AND RON SIMMS

Dreams Can Come True

It's not very easy to do—getting someone else to visualize and perceive your dream as you first saw it, that is. But when your dreams consist of two-wheeled steel, the concepts that have run rampant through your skull have only one outlet: a roadworthy scoot built by a master. With two Ron Simms bikes and a couple of Ducatis in the barn already, Andreas Abramson found himself mired in a dilemma. It seems he'd taken a liking to the chopper his wife was piloting and found himself lured by the siren song of the extended fork. It's not that Andreas wasn't happy with the powerful, blown 131-cubic-inch Thug-propelled scoot his friend Ron Simms had created, it was just that, like many newer Harley riders have found—as a generation of bikers found before them—nothing is as much of a mind-blower as a chopper.

Ever since the time he had Ron construct the first bike, Andreas' tastes have grown and he began to communicate some of these thoughts to Ron. Now, anyone that knows Ron will tell you he's a man of few, well-chosen words, and to hear Andreas tell it, Ron pretty much gave him shit about most of his ideas…so much for having someone else perceive your dream.

Andreas, however, is the kinda guy who sticks to his guns. So much so that he insisted that the new bike be built his way. But in order for Ron to accept the task, a price had to be set before he'd even consider letting Andreas have free reign with the design. Ron knew there was gonna be considerable time involved in building this bike since the design features Andreas had in mind would require many of the parts to be created from scratch.

We're talking one-off parts like the hand-drilled wheels, suicide shifter, ultra-trick oil lines (look close, there's a coupla grand in those fitting) and hand-hammered neck logo, a la bicycles of the past. Funny thing was, that as the project progressed Ron began to see the light from another angle…Andreas' angle. As the pieces began to come slowly, almost painstakingly together, it looked like Ron might have to eat a few of his rare, well-chosen words.

While Andreas kept coming up with ideas, the Simms crew prepped a massive 140-cubic-inch Thug motor Andreas had chosen to power his rigid. In case you've never scoped one of these beasts out, the 140-inch Thug features 4 3/8-inch bore combined with 4 /8-inch stroke. Ron tells us he tops that with a 0.680-inch lift or better cam and that these things can make anywhere from 180 to 200 ponies. Considering that Andreas was accustomed to a blown 131-incher, Ron figured a naturally aspirated 140 ought to keep him happy.

Now, as if a motor that size isn't enough to get ya in dutch with the guys with the badges, Ron dropped a Baker 6-speed behind the Thug mill. I dunno, maybe these guys are gonna try to break the sound barrier on land or somethin'?

With everything in place, the final task was a coat of paint, and of course Andreas and Ron butted heads yet again, good thing these two are friends, if ya know what I mean. Andreas had an idea that had Ron shaking his head—shoot the bike in flat gray, add some tastefully applied scallops and then lay some clear over that. The finished product was just what the doctor ordered.

—Boxcar

Easyriders

passin' gas

Wild Bill came staggerin' home later than usual one night, so he went around back thinkin' he wouldn't wake up the ol' lady. The cornered thief began to apologize, but Bill just smiled and said, "I'll open the door…if you go in first!"

Big D
Funtown, USA

Jerry walked up to Fuzzy one night at the bar and said, "Hey, bro. Didja hear about the new form of Viagra that comes in a spray bottle?"

"Nope. Missed that one."

"Yup, it's fer dickheads…."

Wilburn Roach
The Knolls, California

This couple was driving along, arguing about the husband's cheatin' ways, when suddenly the wife pulls out a knife, cuts off the dude's pecker, and throws it out the car window. The dismembered unit flies backwards and smacks right into a truck's windshield, sliding off leaving a trail of blood. Inside the truck is a man and his daughter, who's barely a teenager, and they just happened to have been discussing the birds and bees.

"What was that," the surprised youngster screamed.

Not wanting to shock his daughter, the man replied. "It was just a bug, hon."

The girl eyed him with a confused look and said, "Well, it sure had a big dick!"

G. Funk
Waynesburg, Pennsylvania

Two babes were out riding their new bikes all over the countryside when it began to get dark. They accidentally turned down a road that happened to be paved with cobblestones.

The brunette turned to the second girl and said, "My gosh, what a road. I've never come that way before, have you?"

"N-N-No," the blonde panted, "I think it's the cobblestones…"

Rich Brown
Vacaville, California

Wicked Wanda was out cruisin' her bike when she got pulled over by a state trooper. The patrolman asked her to get off her bike, but as she did, he saw her put something in her mouth.

"Did I just see you trying to swallow something, miss," demanded the officer, thinking it was drugs.

"Yep," replied Wanda. "That was just a birth control pill, off-kisser."

"Birth control pill?" repeated the confused cop.

"Yeah, cause the minute I saw your lights in the mirror, I knew I was fucked."

JoLo
Barsville, California

As a student driver in New York City, Bones' ol' lady was taking the road test for her driver's license. When someone cut her off, she held her temper so she wouldn't look out of control.

"You've got a lot to learn," said the inspector. At a red light, the car behind tapped their bumper. She remained calm while the inspector shook his head. When the light turned, she accelerated, but the car behind sped up and cut her off. That did it, she hit the horn as hard as she could, stuck her head out the window and shouted, "You fuckin' asshole, where the fuck did you get your drivers license!"

The inspector turned to her, smiled and said, "Now you're getting the hang of it…."

Rocker
Sandy Beaches, Florida

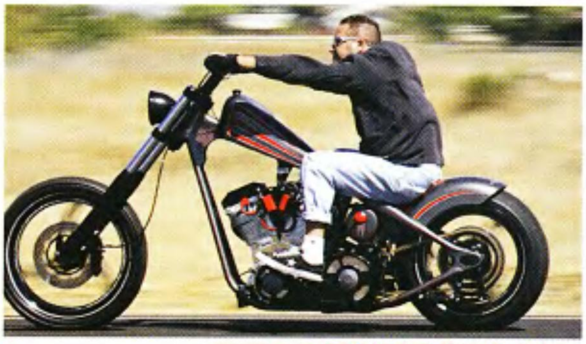
"Hey Shark, didja hear about the guy who had his VISA card stolen?" asks Pete.

"Nope," says Shark.

"Now it's everywhere he wants to be…."

Dave Chance
Ogden, Utah

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: ......Andreas Abramson

General

Fabrication: ....Ron Simms/ Chicago Joe
Year and make: ....2004 Simms
Model: ....chopper
Assembly:............Simms & Co.
Time: ....1 year
Chroming:........none, nada, zip

Engine

Year:..................................2004
Builder: ....Simms
Ignition: ....Crane
Lifters:................................S&S
Displacement: ....140 cubic inches
Cam:..............................Simms
Heads:..................Simms Thug
Intake:................................S&S
Exhaust: ....Simms
Oil system: ....S&S

Transmission

Year/make: ....2004 Baker 6-speed
Clutch: ....BDL

Painting

Painter: ....Horst
Color: ....Ducati Grey
Special paint: ....top secret

Frame

Year:.................................2004
Type: ....240 rigid
Rake: ....38 degrees
Stretch: ....4 up, 2 out
Shocks: ....nope

Accessories

Handlebars: ....Simms
Risers: ....Simms

Performance Machine

Fenders: ....Simms
Headlight: ....Headwinds
Taillight: ....Simms
Speedo: ....try to catch him
Pegs:....................Performance Machine
Foot controls: ......Performance Machine
Gas tank: ....Simms
Oil tank:..........Kennedy/Simms
Seat: ....Corbin
Mirrors:............why look back?
Grips: ....Simms

Front end

Type: ....wide
Builder: ....Storz/Ceriani

Wheels

Front

Wheel:.......................Precision
Size: ....21 x 2.125
Tire: ....Avon
Brake:....Performance Machine

Rear

Wheel:.......................Precision
Size:...............................18 x 9
Tire: ....Avon
Brake: ....Performance Machine

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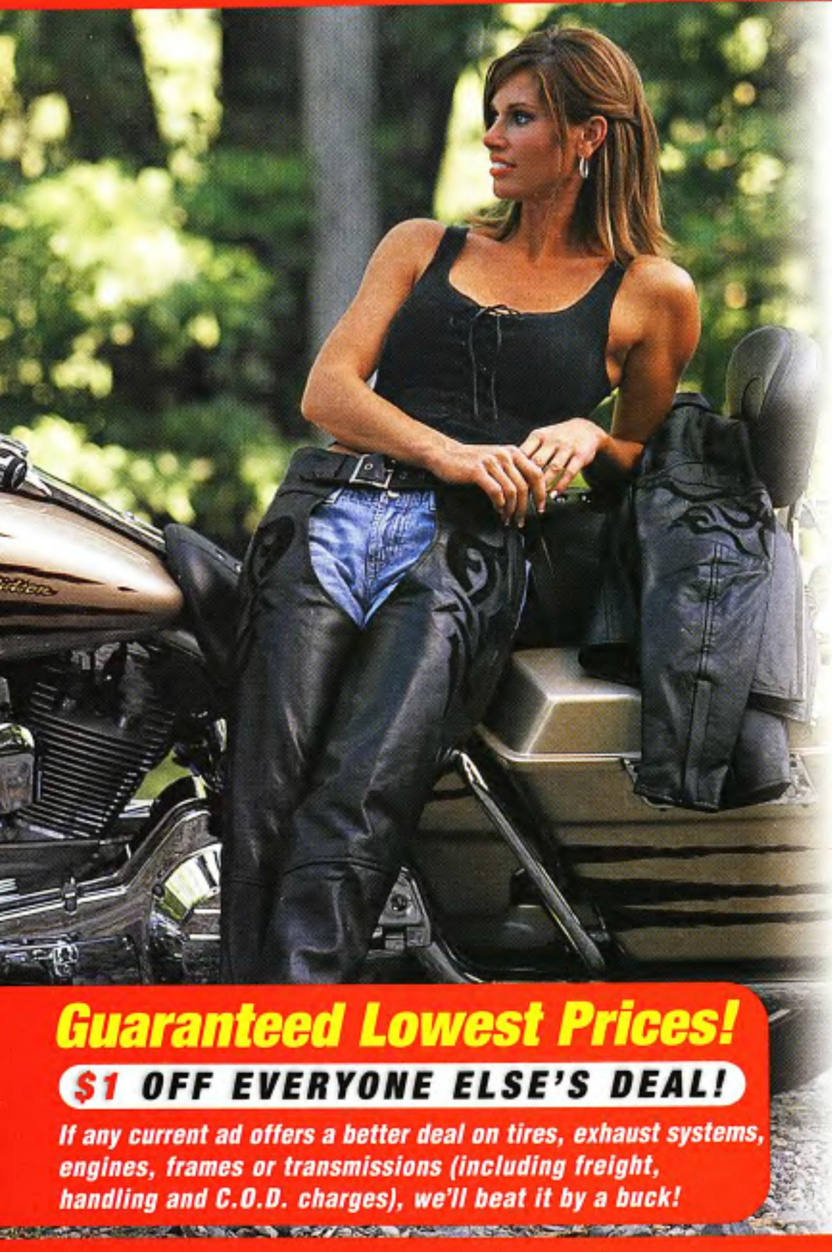

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History tells us that "a party of Spaniards from Hispaniola landed about 50 miles north of present-day Myrtle Beach in 1526 and eventually established the first European settlement in the U.S. about 30 miles to the south. The settlement, San Miguel de Cauldape, was abandoned the following year, though, and the group returned to Hispaniola."

Fast forward a few centuries and you see another party approaching this piece of historic South Carolina real estate, but this time they're not manning dinghies and nutshells. Instead, they're sitting astride fire-breathing steeds of steel, and although they disappear again after a week of some heavy fraternizing with the locals, unlike the hapless Spaniards, they keep reappearing year after year, all the way into present-day Myrtle Beach.

All this reappearing is, of course, good for the local economy, and at some point, some clever capitalist decided that the formerly helter-skelter, freewheeling spending of pecuniary units should be properly channeled and organized. In other words: let good, old-fashioned, American capitalism reign.

Of course, our Brethren of the Two Wheels have a fine understanding of capitalism and don't mind spending a buck or two on good-looking hardbellies. Before you knew it, the area was flooded by the lovely specimen, and bikers started making it their annual pilgrimage, their quest for fine women, delicious beer, and lots of good riding.

Welcome to Myrtle Beach 2004, and when you hoist a wet one, thank the ol' Spaniards for making it all possible in the first place. *—Tripper*

The following schedule of events is accompanied by the moniker "tentative," which means that any or all of what follows might be changed by the time you get there. That, however, has nothing at all to do with any Spaniards.

Myrtle Beach Guide

Bike Week Schedule

MAY 7–16, 2004

Rally Information
Myrtle Beach
Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson
4710 Kings Hwy. Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson
819 N. Miami Blvd.
919-682-6695

Sonny Productions
336-643-1367
Check their Web site, myrtlebeachbikeweek.com, for updated info before you head into the Carolinas. You'll be grateful you did.

Daily Activities

Broadway at the Beach
Hwy. 17 Bypass at 21st St.
Life's a big game of give and take, and there'll be lots of folks who'll want to play that. They're called vendors, and they'll give you whatever you might fancy. In return they get to take your money. Sonny says, a lot of the same vendors that were there last year will be here again this year. Among the ones he say's he's already talked with are Arlen Ness, Billy Dee, Pitbull Motorcycles, four or five major leather dealers, Butt Buffer, Boss Hoss, Custom Chrome, Saddlemen....

If it's anything like past years, you'll also see folks like Big Dog, Drag Specialties, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee Iron, Performance Machine, S&S, RC Components, White Bros, Victory, and many more.

And when you're done discoing and maxing out your credit cards, you can go riding, which is another big thing in Myrtle Beach. There'll be tons of poker runs to go on, which automatically sets you up for a ride on the briny. "We now have what we call a Jolly Roger," explains Sonny. "It's just like a Columbus-type ship, a full sailing ship, and we'll take people on it along the coastline for about an hour and a half."

The Lone Star Steakhouse will have a daily breakfast buffet. There are four Hooter's in the area, one will have opened up in Murrells Inlet. Also, the Camel Roadhouse will be at the Motorcycle Expo again, so go check it out.

The Motorcycle Expo is right at the Inlet Square Mall, next to Hooters in Murrells Inlet. Carolina Motorcycle Tours and Lone Star Steakhouse & Saloon in Murrells Inlet will sponsor the poker runs on a daily basis from this location.

Medieval Times of Myrtle Beach is a new sponsor of several of the events offered during Bike Week 2002. Tours of the Castle at Myrtle Beach are part of the poker runs during Bike Week, organized by Carolina Motorcycle Tours.

For more info on the poker runs, guided tours, the Jolly Roger or any other jocularities going on during the Myrtle

Beach Bike Week, give Sonny Productions a call at 336-643-1367, or surf on over to www.myrtlebeachbikeweek.com. Just keep an eye open for that jolly fellow one wave over.

Rally Headquarters
Myrtle Beach Convention Center
Oak St. at 21st Ave.
Open to the public, 10 a.m. – 5 p.m.
Free admission.
There will be demo rides for all you guys and gals who wanna check out Harley's and Buell's new line of miracle machines. Plus, there'll be vendors like Corbin, Küryakin, and many more at your service.

House of Blues
4640 Highway 17 South
843-272-3000
There'll be something happening every night during rally week. All day and well into the evening, you'll hear lots of music on two stages, some of it even for free, and if you're hungry, they'll feed you lots of Southern-inspired dishes. Can't beat that!

Call 'em for more info.

Murrells Inlet
That's a quaint little town about eight miles south of Myrtle Beach, and its claim to fame is a ride-through bar called Suck, Bang & Blow! Yes, you can ride your hog up to the barkeep, and while orderin' a coldie, compete in the burnout contests goin' on around the clock.

Girlie Clubs

If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you extra.

Crazy Horse
3102 Highway 17 South
843-272-4009
Easyriders' favorite spot to hang out and party. There's a bikini contest happening on Friday, with the finals on Saturday with $1,000 goin' to the winner, so you know that's gonna be hot!

A tattoo contest on Friday with a $500 top prize, a bike show sponsored by Britt Motorsports with $1,000 to the Best of Show winner. Also, join the ladies under the tent for the "Mystery Bikini Bike Wash" and Ms. Easyriders 2004 will be appearing all week. And of course, there'll be a ton of vendors.

Dangerous Curves
716 Seaboard St.
843-448-4098

Derriere's Gentlemen's Club
804 Seaboard St.
843-946-6615

Pink Pony
2851 Highway 17 S.
843-357-2299

Thee Dollhouse
9719 North Kings Hwy.
843-449-3655

Thee Gentlemen's Club
4707 Hwy. 17 , Bypass S
843-293-2028

Regular Nightclubs and Chowhalls

Like any establishment, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some PYT's luscious assets? I think not!

Daddy D'zz
843-626-9092

Crocodile Rocks
843-444-2096

Fat Tuesday
843-444-3255

Froggy Bottomz
Jazz & Blues; 843-444-3500

Revolutions Retro
Dance Club
843-444-8032

Photos: Michael Lichter/Irv the Perv.

Chow Down Digs
All Star Cafe
843-916-8326

Benito's
843-444-0006

Gilley's Texas Cafe
843-448-3378

Hard Rock Cafe
843-946-0007

Joe's Crab Shack
843-626-4490

Key West Grill
843-444-3663

Landrey's Seafood House
843-444-1010

Liberty Steakhouse & Pub
843-626-4677

NASCAR Cafe
843-946-7223

Tripp's
843-626-6455

The Dog House Bar and Grill North
843-692-9663

Hotels, Motels, etc.

Atlantic Paradise Inn
1401 Ocean Blvd.
Myrtle Beach, SC 29577
843-444-0346

Beach Cove Resort
4800 S. Ocean Blvd.
North Myrtle Beach, SC 29582
800-369-7043

Beachcomber Inn & Suites
1705 South ocean Blvd
Myrtle Beach, SC 29577
800-262-2113

Charleston House
2105 S. Ocean Blvd.
Myrtle Beach, SC 29577
843-448-8446

Cherry Grove Beach Houses
513 C. Sea Mountain Hwy
N. Myrtle Beach, SC 29582
800-418-9279

Oceanfront & Fairway Condo Rentals
600 Garden City Connector
Surfside & Garden City Beach, SC, 29576
800-777-0846

Crown Reef Resort
2913 South Ocean Boulevard
Myrtle Beach, SC 29577
877-435-9125

Days Inn Oceanfront
201 77th Ave N.
Myrtle Beach, SC 29572
843-449-7431

Embassy Suites Hotel
500 Mall Blvd
Brunswick, GA 31525
912-264-6100

Grande Shores Ocean Resort
201 77th Ave N.
Myrtle Beach, SC 29572
843-692-2397

Hampton Inn 48th Avenue
4709 North Kings Hwy
Myrtle Beach, SC 29572
843-449-5231

Holiday Inn West
101 Outlet Blvd
Myrtle Beach, SC
877-438-0200

Meridian Plaza
2310 North Ocean Boulevard
Myrtle Beach, SC 29578
800-323-3011

Myrtle Beach Holiday Inn Express
9551 Hwy 17
North Myrtle Beach, SC 29572
877-553-5859
www.holidayinnmb.com

Myrtle Beach Resort
5905 Hwy 17 South
Myrtle Beach, SC 29575
800-803-7303

Myrtle Beach Resort Vacation Services
5905 Hwy 17 South
Myrtle Beach, SC 29575
888-MBRESORT

Ocean Plaza
1005 South Ocean Blvd
Myrtle Beach, SC 29577
1-800-322-2166
843-448-7191

Plantation Resort
1250 U.S. Highway 17 N.
Surfside Beach, SC 29575
843-913-5000

Polynesia Resort
1001 South Ocean Blvd
Myrtle Beach, SC 29577
843-448-1781

Quality Inn & Suites
1601 Hwy 17 North
North Myrtle Beach, SC 29582
843-272-6153

Sands Resorts
PO Box 2998
Myrtle Beach, SC 29578
E-mail:
sands@sandsresorts.com

Sea Mist Oceanfront Resort
1200 South Ocean Blvd
Myrtle Beach, SC 29577
800-793-6507

Seaside Inn
2301 South Ocean Boulevard
North Myrtle Beach, SC 29582
800-433-5710 or
843-272-5166

The Cherry Tree Inn
5400 North Ocean Blvd
Myrtle Beach, SC 29577
877-553-7850

The Four Points Sheraton Resort
2701 South Ocean Boulevard
Myrtle Beach, SC 29577
877-553-3967 or
843-448-2518

The Palace Luxury Suites
866-547-2615 or
803-547-2615

The Viking Hotel
1811 S. Ocean Blvd.
Myrtle Beach, SC 29577
800-334-4876 or
843-448-4355

The Yachtsman Resort Hotel
1400 N. Ocean Blvd.
Myrtle Beach, SC 29577
800-868-8886 or
843-448-1441

Tropical Seas Hotel
2807 South Ocean Blvd
Myrtle Beach, SC 29577
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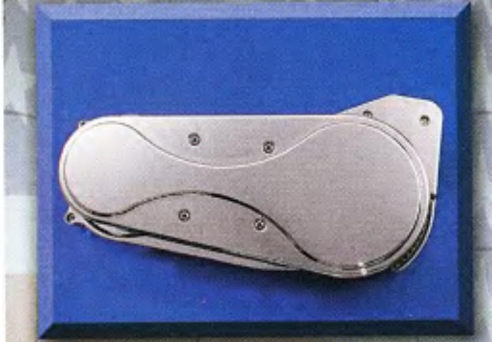

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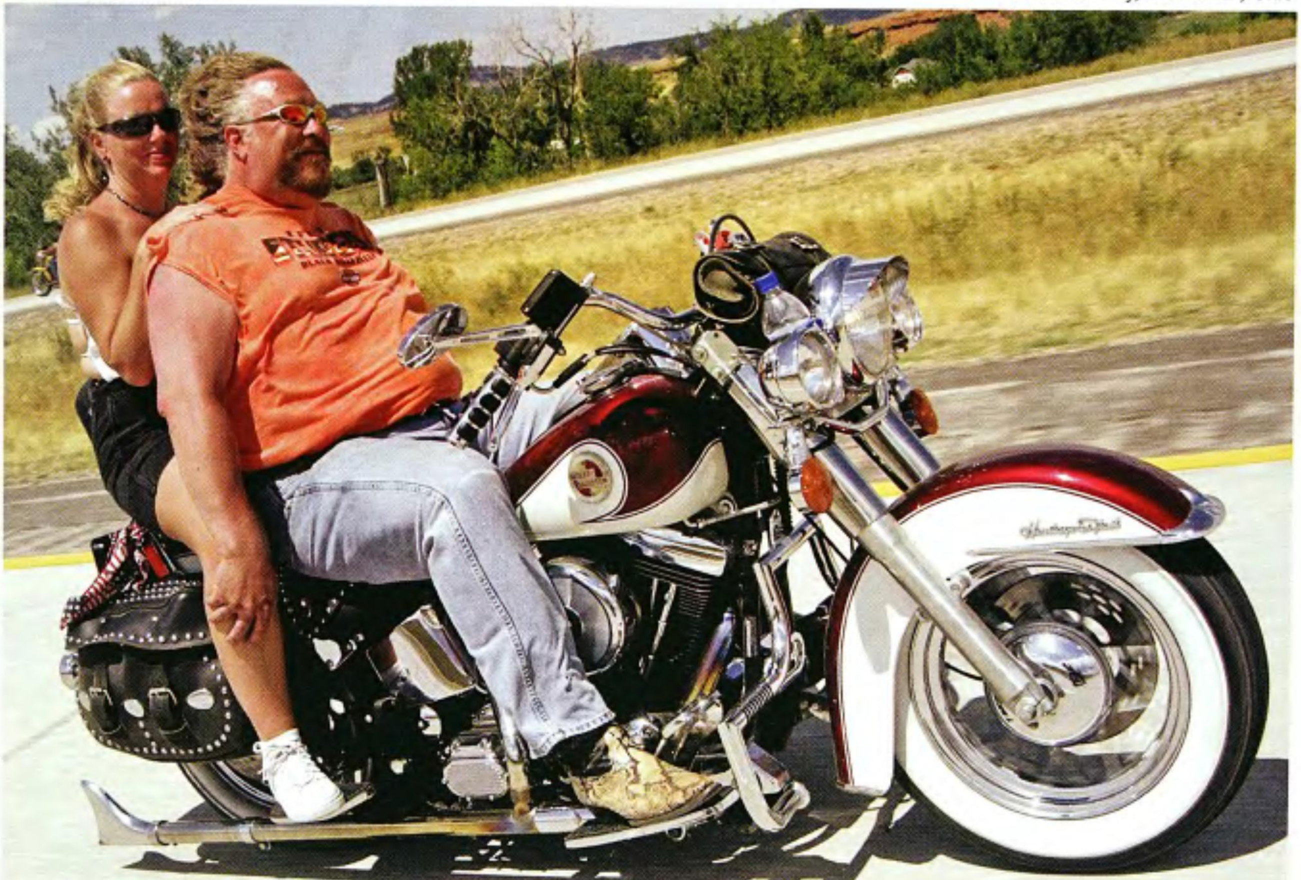
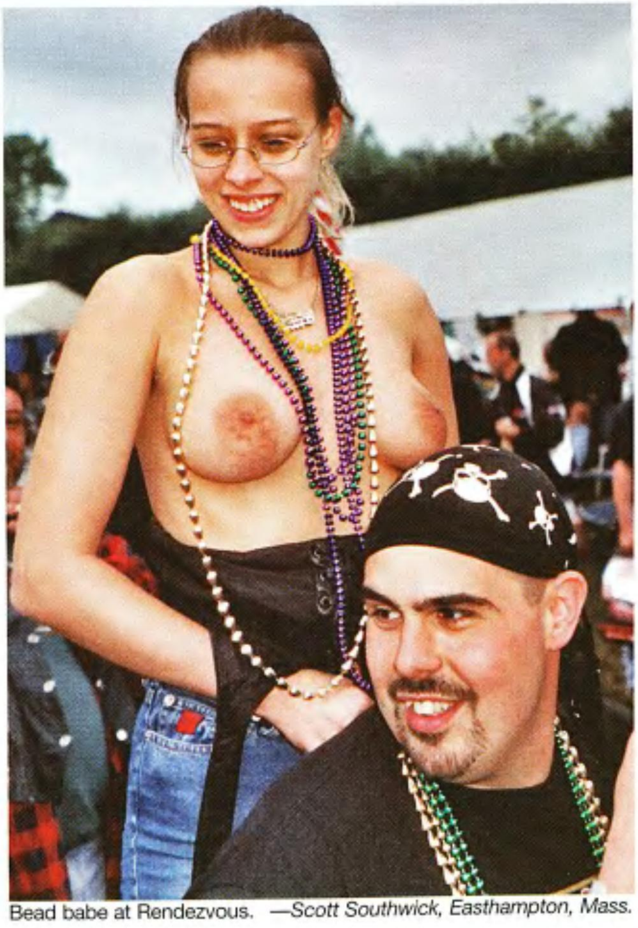


For Jalynda and Pat, life doesn't get any better than this. *—Elizabeth Novo-Gradac, Basehor, Kan.*

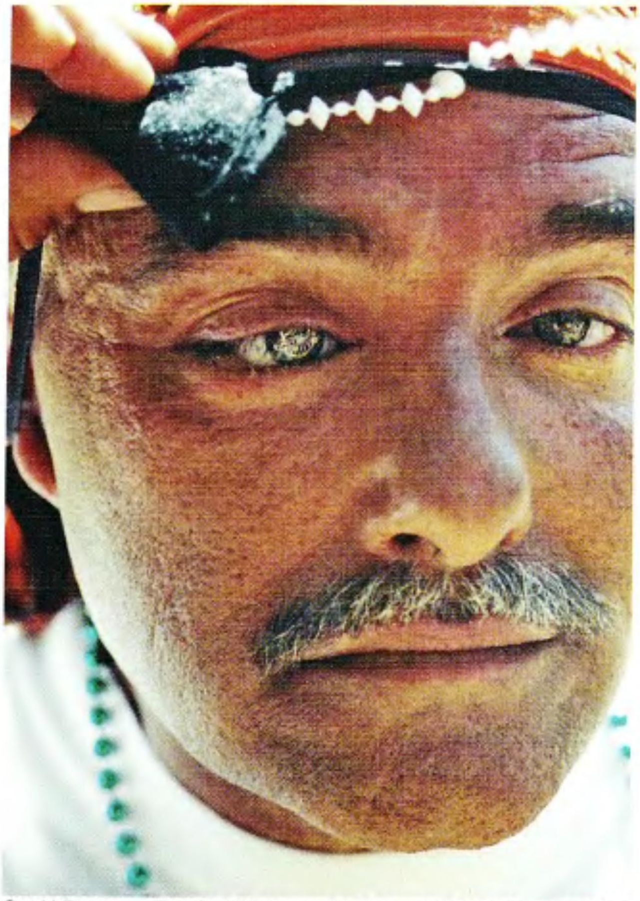
Watchin' the parade of years at Biketoberfest. —*The Breeze, Laurens, S.C.*

UFO captured by QuasiMoto crew. —*Bill Bish, Westlake, Ohio*

Please... get dressed. —*Ricky Akridge, HogRock, Cave-In-Rock, Ill.*

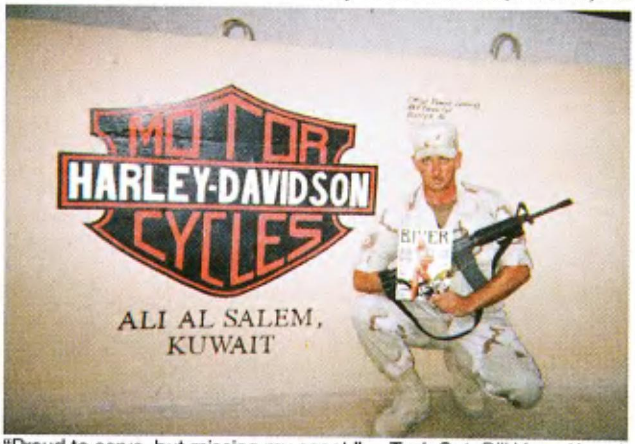


Bead babe at Rendezvous. —*Scott Southwick, Easthampton, Mass.*



Got H-D eye. —*Gunshot Photography, Dogwood Rally, Dunmore, Ky.*

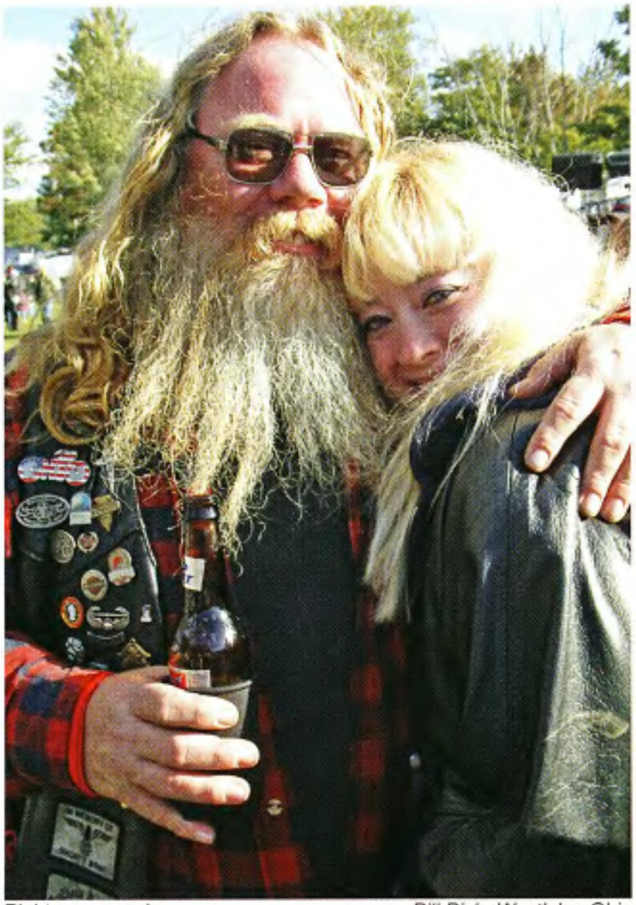
It's hard to ride in heels. —*Nicole by Shots Unlimited, Ashland, Pa.*



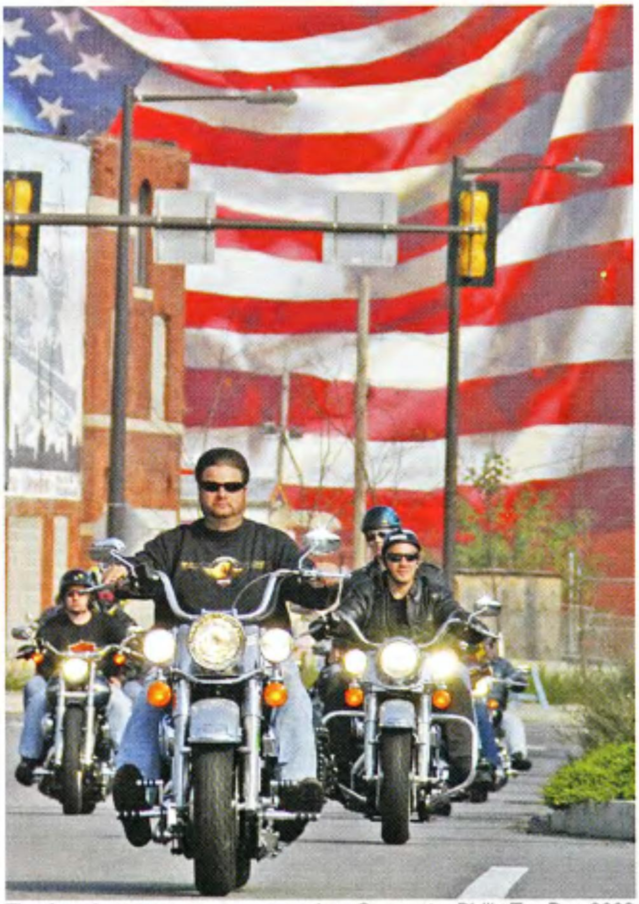
"Proud to serve, but missing my scoot." —*Tech Sgt. Bill Vess, Kuwait*

Digger boobified in a pirate sandwich. —*David Harris, Mariaville, N.Y.*

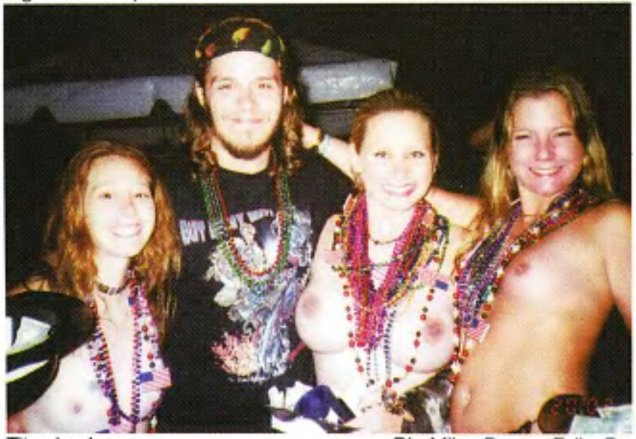
Watch out for that prick! —*Melissa, Simi Valley, Calif.*



Righteous couple. —*Bill Bish, Westlake, Ohio*



The American way. —*Lou Camerota, Philly Toy Run 2003*



Tits ahoy! —*Big Mike, Beaver Falls, Pa.*

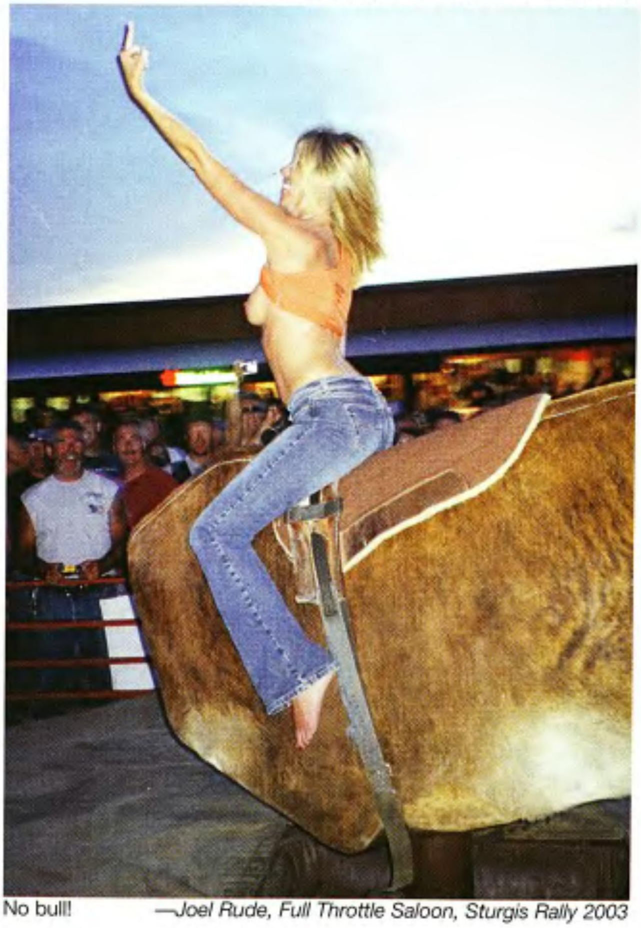
Not sanctioned by the Motor Company. —*Butch Kanoff, Oley, Pa.*

Time for a table dance? —*Miserable George, Biketoberfest 2003*

"Can you hear me now?" —*Kai and Peggy DeVenney, Middlesboro, Ky.*

Lichter, hard at work. —*Cary Henry, Biketoberfest 2003*

Fun in Milwaukee at the 100th. —*Dale Robinette, Phoenixville, Pa.*



No bull! —*Joel Rude, Full Throttle Saloon, Sturgis Rally 2003*

Vvvroom with a view for the Harley-Davidson Club of Scotland while touring France. —*Stewart Curran, West Lothian, Scotland*

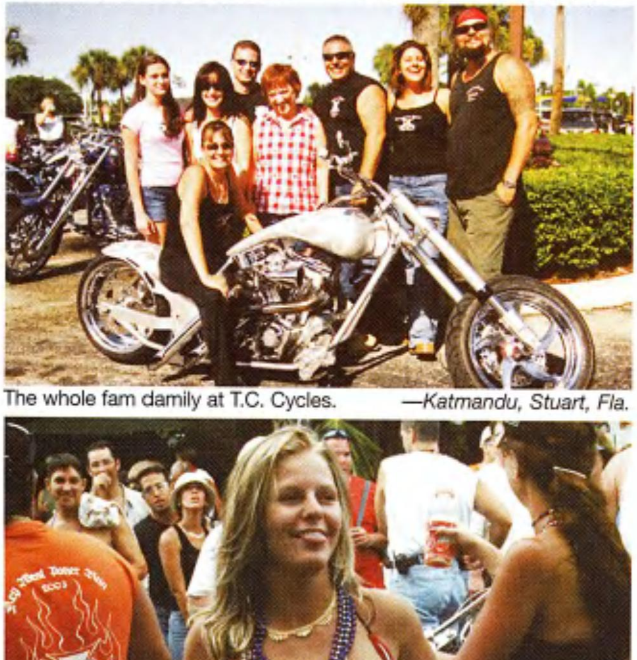
S.W. Wisconsin locals at H-D's 100th. —*Kurt Messner, Verona, Wis.*

Wide Glide weddin', 6-22-02. —*Tiz and Sally Tyznik, Toledo, Ohio*

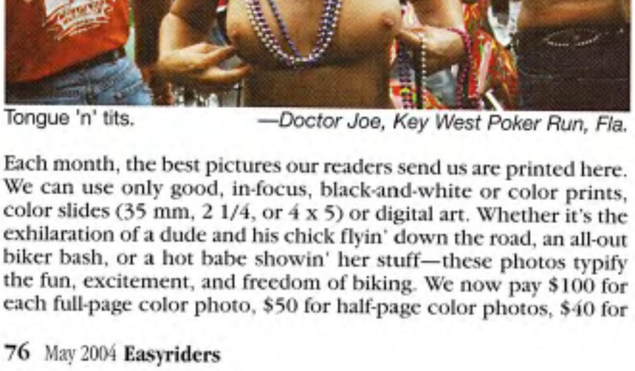
Say aahhh. —*Gary "Titty Cam Man" Elliott, Daytona Beach, Fla.*

Goin' head to head. —*Dave Manyo, Sussex, Wis.*

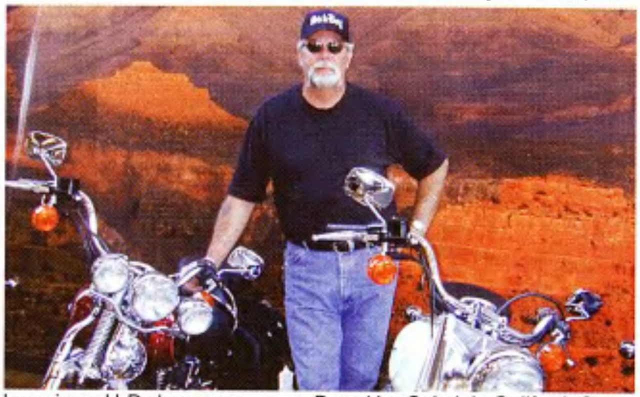
Boobs-R-Us at the Crossroads. —*Kristina Palmias, Yucaipa, Calif.*



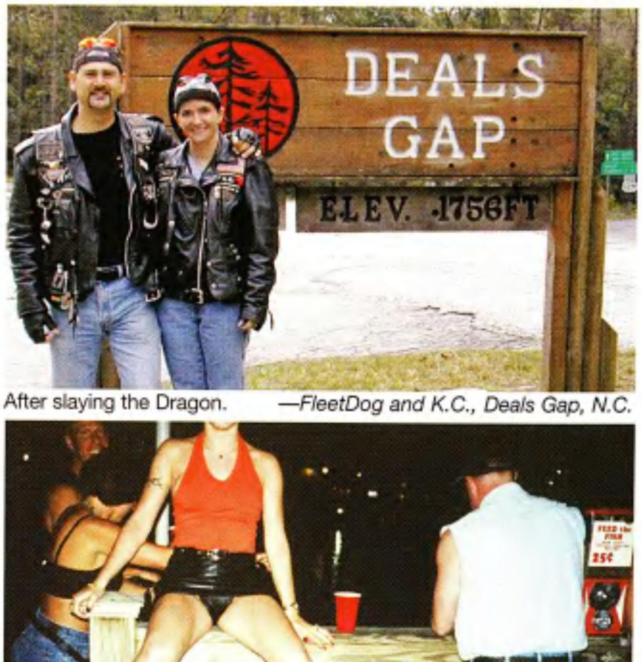
The whole fam damily at T.C. Cycles. —*Katmandu, Stuart, Fla.*



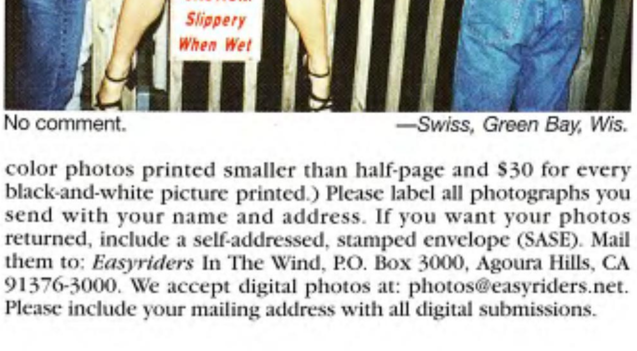
Tongue 'n' tits. —*Doctor Joe, Key West Poker Run, Fla.*



Lupo in an H-D showroom. —*Dave Van Schaick, Guilford, Conn.*



After slaying the Dragon. —*FleetDog and K.C., Deals Gap, N.C.*



No comment. —*Swiss, Green Bay, Wis.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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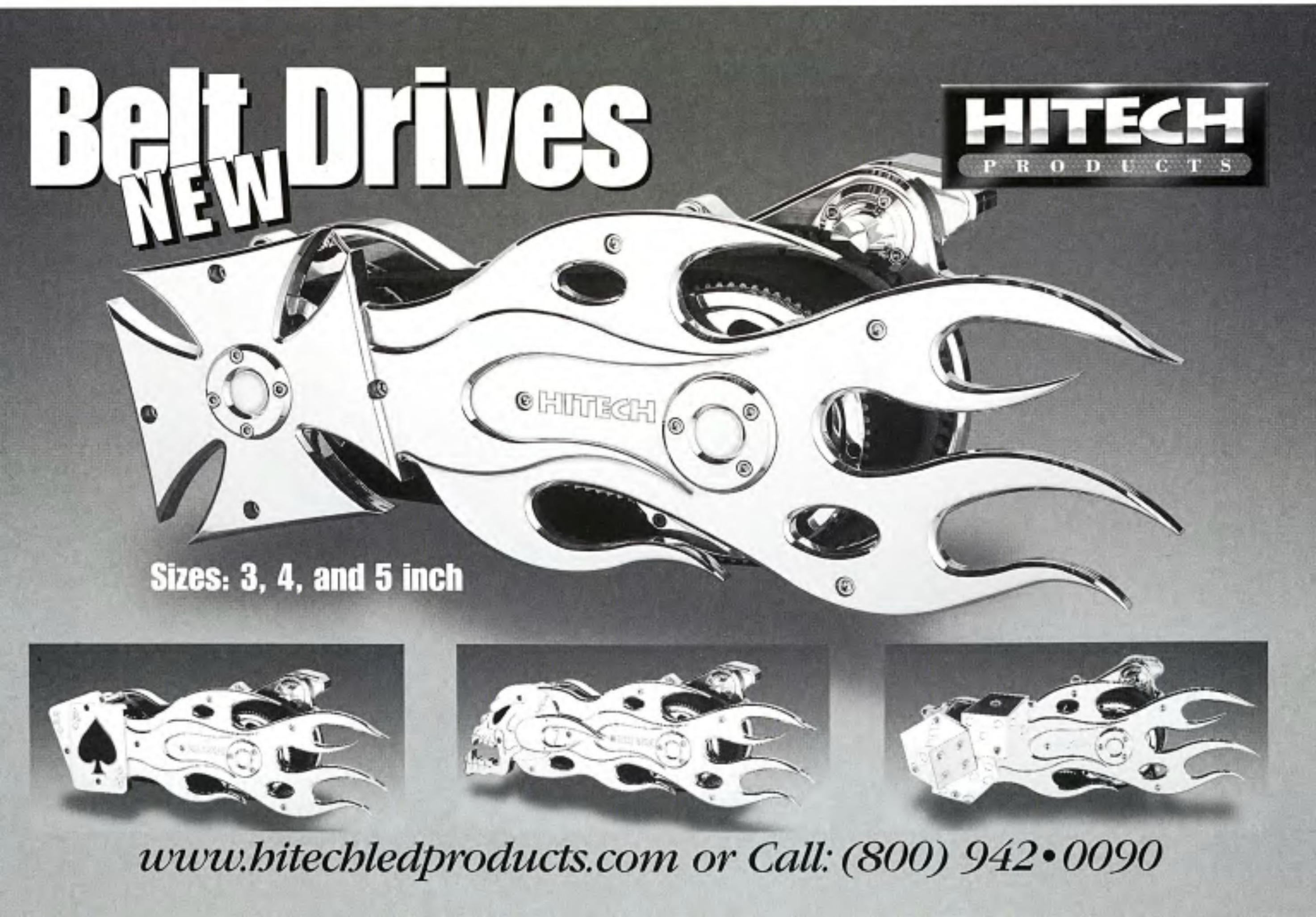
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A ROUNDER RIGID WITH NO CORNERS CUT

Kept Simple

Used to be, when it was time to build a custom bike the head scratchin' really began. The ideas would pour in, some would mesh and some, like a missed shift in an Ironhead Sporty, would not. Then it was back to the drawin' board to rehash the ideas that did fit together. Well, the very idea behind a custom bike, at least to some of us around here, is to rethink many of the designs of the ol' Factory and remake them in a cleaner, more invisible fashion. Take this fine blue ride shown on these very pages—the pride of Billy Harbin—and you'll see that there just ain't no room for excess.

So smoke over Billy's sled here for just a minute and see if anything catches your eye straight off the bat. Well, aside from the swoopin' smooth lines of the thing, your discerning eyeballs may notice the lack of the traditional downtube-slash-seatpost we always tend to see on solid-mount frames. The Metal Visions Rounder rigid frame has no downtube, making the side shots of this bike that much cleaner to view. You'll also notice the oil tank tucked up 'neath the seat rails cleans up more space so that the tranny and starter virtually disappear behind that Ness 2-into-1 pipe. What ya might not catch unless you look really close, or have Superman's X-ray vision, is the oiling system, which has been worked into the frame. Pretty damn cool.

And this is how it should be, right? Well, we're in the midst of the largest chopper resurgence ever seen, and a true chop

should be long on lines, minimal on accessories, and slick in style. Seems the Hard Knox crew has accomplished all of those things and then some.

In between the thick Avon 21 up front and the massive 250 out back there's not much else but the fat, 96-inch Ultima motor, a place to sit and a place to hang on. Keep It Simple is the name of the game here.

As for Billy, you're likely to see about as much of him as you do of the sleek lines of his bike. With a sled like this in the stable, there's no reason not to be on the road crankin' it into top gear and disappearing into a sunset or two. Come to think of it, it's damn lucky on our part we pinned the bike down for the photo shoot. Ride on, Billy....

—Wordman

Owner: ....Billy Harbin
City: ......Anderson, South Carolina
Designer: ....Scott Frailey

General

Fabrication:................Metal Visions
Year and make:..........................'02
Model: ....Rounder
Assembly:......................Hard Knox
Time:...............................3 months
Chroming:..............Chromemasters

Engine

Year: ....'02
Model: ....Ultima
Ignition: ....Dyna
Displacement:........96 cubic inches
Lower end:...........................Ultima
Balancing: ....Ultima
Pistons: ....Ultima
Heads: ....Ultima
Cam: ....Ultima
Lifters: ....Ultima
Carb(s): ....S&S Super E
Air cleaner:..................Forcewinder
Pipes: ....Arlen Ness

Transmission

Year: ....'02
Shifting: ....foot

Painting

Painter:........................Troy Master, Master Body Shop
Color: ....metal-flake blue
Type: ....House of Kolor

Frame

Year:.......................................2002
Builder: ....Metal Visions
Type: ....Rigid Rounder
Rake: ....far
Stretch: ....long
Shocks: ....none
Other modifications: look closely...

Accessories

Bars: ....F&L bars
Handlebar controls:Billet Concepts
Fender(s): ....Metal Visions
Headlight:.....................Headwinds
Taillight: CCI
Pegs: ....Billet Concepts
Electrics: ....Custom
Gas tank: ....Metal Visions
Oil Tank: ....Metal Visions
Oil system: ....in frame
Seat: ....Harbin
Mirrors:..................................none
Grips: .... Perse

Forks

Type: ....MID-USA
Extension: ....looong
Builder: ....Hard Knox

Wheels

Size:................21 front/250-18 rear
Hub: ....DA
Tire: ....Avon
Brake: ....HHI
Photos: ....Aaron Stevenson

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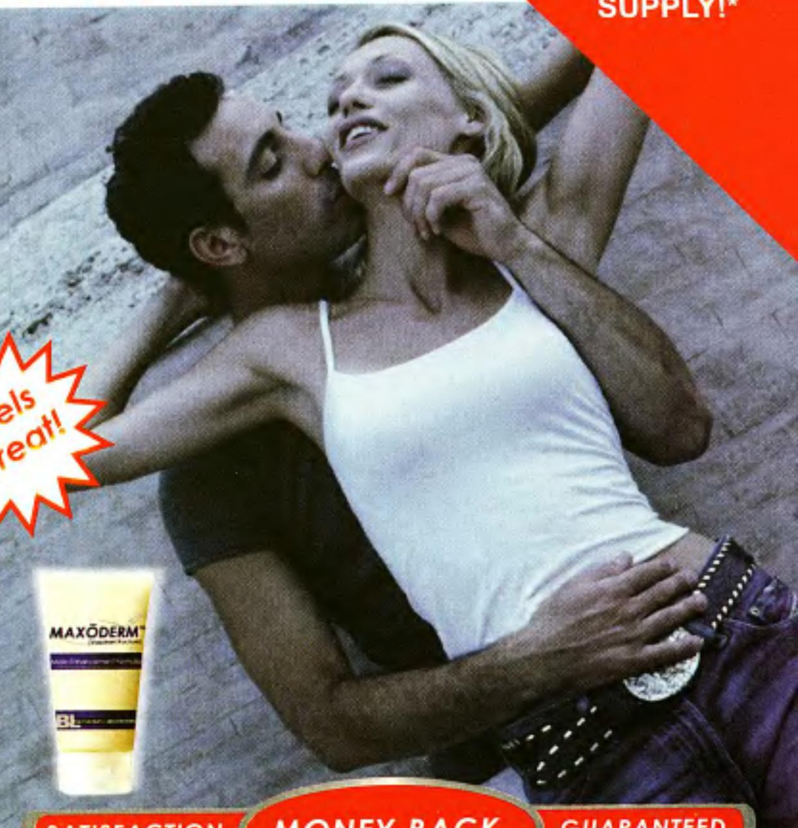

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Michael S., Los Angeles, CA

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Card Number: ____________ Expiration Date: ____________

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Zip Code: ____________ Signature: ____________

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FoxHunt

Meet December's Winner

Again? Are ya sure? Well, the name may be the same but the bodies are a lot different. Meet your December Fox Hunt winner Nikki. Yes, that's what I said, Nikki. Although we placed her in Colorado when she entered, we were still recovering from the last Nikki, she actually hails from Pennsylvania, although now she's living in Canada. We flew her out to sunny SoCal to shoot with our buddy Rick Hustead, the boys from Boar's Nest Choppers and to try out our rookie makeup artist Tania. The whole scene of Tonia doin' Nikki's hair, almost kept the shoot from happenin' as we all had to leave the room for a smoke and a shower. However, once the shoot was accomplished, it was time for more important things like, getting my taxes done. See this Nikki is trained as a CPA, and there was no way I was gonna pass up a chance to stare into those those big, brown eyes for hours...pleading my case that entertainment at strip clubs should be allowed as write-offs! For more of the enchanting Nikki, flip over to Page 98 and beg her for an audit. *—Johnny Queef*

Cacia—South Carolina

#0501

"My first one was erotic. I have three piercings below the belt and the vibrations from the bike were almost too hard to handle."

Laurie—Arizona

#0502

"My mom always told me to stay away from bikers, but I couldn't resist. When this one hottie asked me to go for a ride...it was amazing."

Stephanie—California

#0503

"It was on a '98 ElectraGlide. It was awesome to be in the wind. It's something I'll never give up."

Lori—Michigan

#0504

"I just purchased my own Harley. Ya know, the vibrations from the front? Way better than from the back."

Lynn—Indiana

#0505

"My first ride was this past summer. It was on Dino's Fat Boy. Once I grabbed onto him I didn't want the ride to stop. It was the best summer of my life."

Stephanie—Virginia

#0506

"My father took me on my first ride and ruined me for life. Now, I'll just jump on any bike, as long as it's sportin' the H-D logo...I love to go fast."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!

2. The release form (on this page) signed and a photocopy of model's driver's license.

3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #370 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes March 30, 2004. The voting deadline for this month's crop of cuties is April 30, 2004. We'll announce the winner in the September 2004 issue.

Here she is folks, your January 2004 monthly Fox Hunt winner, Avery, Number 0104 from Nevada. Come back and see a lot more of the amazing Avery next month!

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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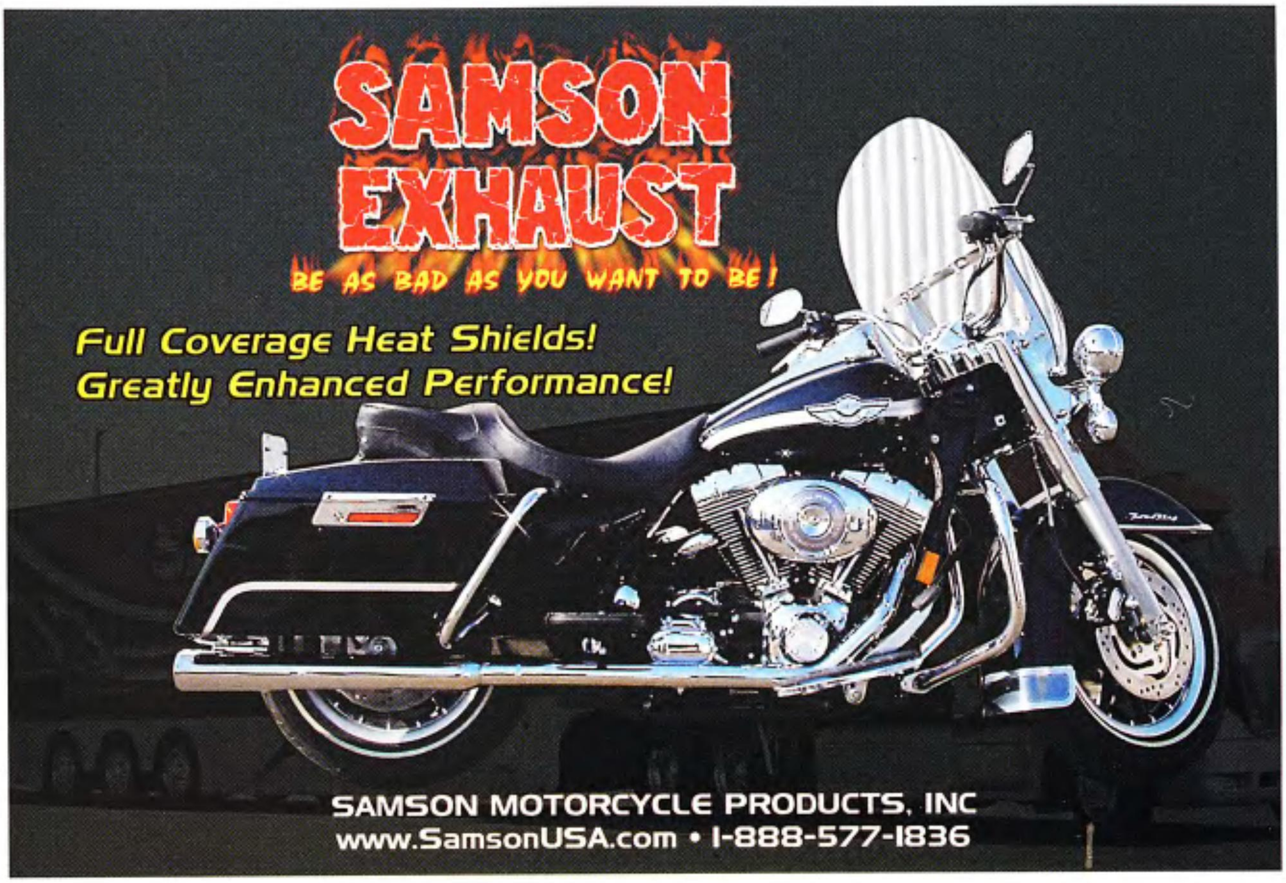
Model's Name__________
Address __________
City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Date of Birth _____ I am _____ years of age
I will pose nude _____ Topless only _____
Model's Signature __________

Photographer's Name __________
Address __________
City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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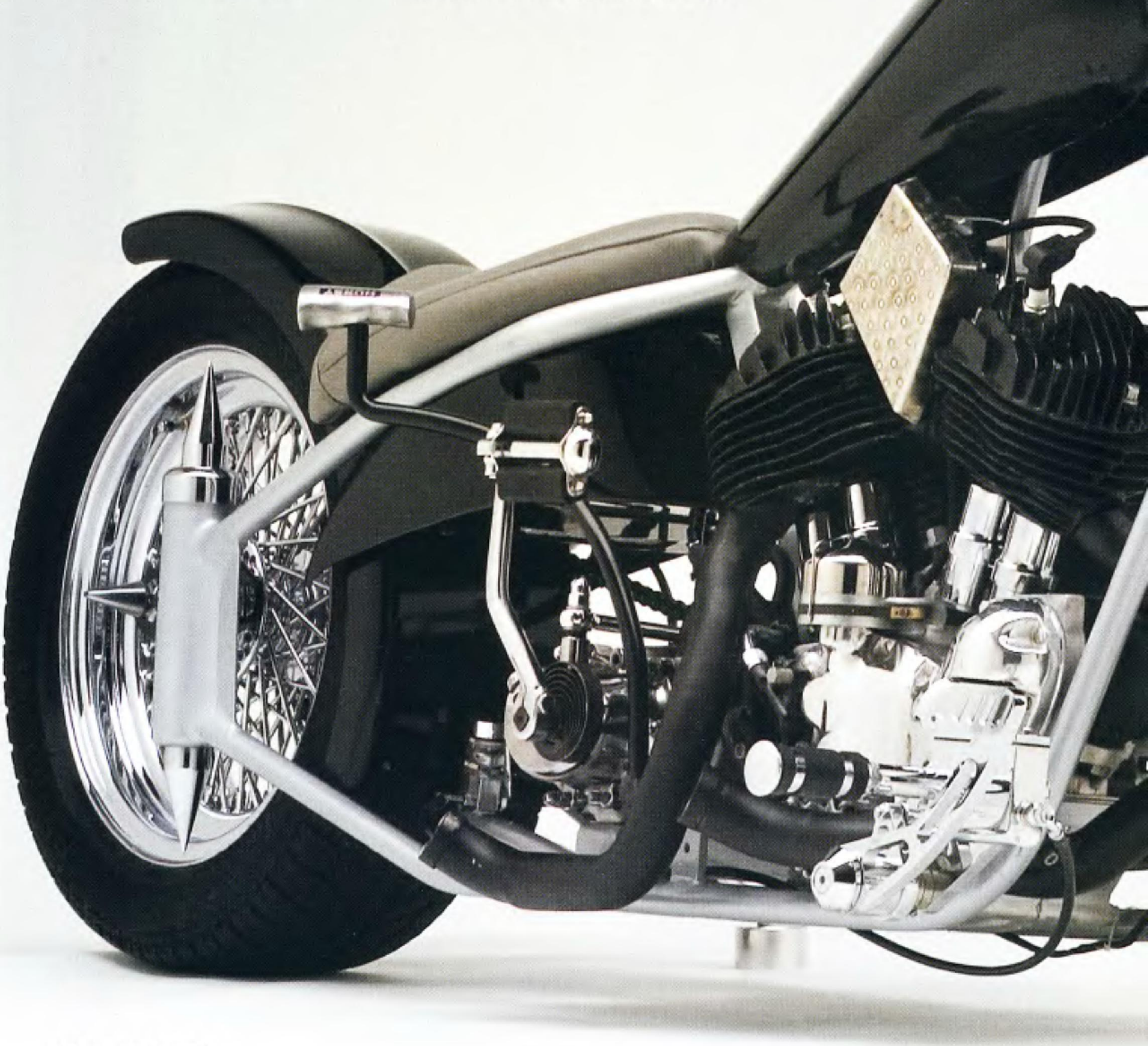
THE BUG MUGGER'S '39 SIDE VALVE

Suicidal Side Valve

Pest control expert and chopper super freak David "Bug Mugger" Molina set out to build the ultimate low-budget chopper when he started construction of this bike. He scoured flea markets and traded parts whenever possible to keep his costs to a minimum. Much of the bike consists of found parts that were cast off by his buddies, or dug from discard bins. They say one man's trash is another man's treasure, and David's motorcycle is a testament to that philosophy.

The vintage Santee Soft Ride frame was purchased at the local farmer's market for a mere $150. Todd Frankhouser helped shore up the welds on the frame and get it up to road-worthy status. The Paughco Ax gas tank was a $5 swap meet find that Todd stretched. He fabricated the oil tank himself, welded on the 5-inch-wide trailer fender and molded in the taillight.

Formerly with 888 Choppers/ Harleysville Motorcycles, Brian Walsh



was a big contributor to the fabrication and ideas incorporated in the scoot. David wanted to run a car tire in the rear, so he mated a 5 1/2-inch rim to a Performance Machine hub, and mounted some Pirelli rubber to it for a way-down-in-the-dirt stance. Performance Machine brakes are used front and rear, but in a twist, he created his own sprocket brake setup for the rear by milling the chrome off a Custom Chrome sprocket, turning it into a rotor.

Up front, David lucked into a set of forks off a Bourget rolling chassis that a friend of his was changing out. It features 3-degree raked triple trees, Chrome Specialties lower legs and offset cups. Added to the frame's 48-degree rake the bike now sports 54 degrees total rake, with stock length tubes. The handlebars are modified Redneck Engineering bars. David had them modified, narrowing them about 3 inches to better fit the lines of the bike.

The bike's motor deserved special attention. Originally it was cradled in the frame of a bike that began its days as a part of an exhibition at the 1939 New York World's Fair. A fella named Danny Hawkins sold him the motor because he needed the remainder of the bike to finish off his knucklehead project. Paul over at American Cycle Fabrication in lovely Bloomsburg, Pennsylvania, gets credit for the complete rebuild and the performance modifications to the

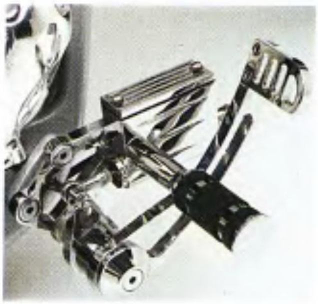
ancient mill. Paul is well known for his mechanical expertise, especially in matters relating to flatheads. He is currently building two flatheads for a trip to Utah's Bonneville Salt Flats in search of the class record.

A 3-inch belt drive ties that motor to a 1972 ratchet top tranny. Not being content with a bike that anyone can ride, David devised a Rube Goldberg-like setup to route the jockey shift to the right side of the motorcycle. He got the idea from an old Indian cop bike he saw. The owner of the bike, who was a cop, told David that they came up with that arrangement so right handed shooters could fire while still riding their bike.

The throttle is now on the left side, which David says took two hours of practice just to figure out. He mounted a Hurst knob on the shifter because he lamented that he will probably never own a street rod, and this is as close as he will likely get. The saw blades on the clutch and sprocket are added to accent the bike's danger quotient; David uses them with steel plates on his boots to

shower sparks on unsuspecting motorists riding alongside him. The theme is further enhanced with strategic placing of spikes throughout the motorcycle. Danger, Will Robinson!

The motto of the 1939 New York World's Fair was "The World of Tomorrow." David's bike however is a bit more. Not only is it the coolest low-budget chopper that we have seen in a long while, it's a blast from the past, with a nod and a wink towards the future, and a cool-ass bike to boot, dude. —*Kit Maira*



Owner: ....David Molina
City:....Quakerstown, Pennsylvania

General

Fabrication: ....888 Choppers/ Harleysville MC
Year/make: ......2003 888 Choppers
Model: ....Suicidal Side Valve
Assembly: ....888 Choppers & crew
Time: ....couple of long nights
Chroming: ....not much

Engine

Year: 1939
Model: ....U-model flathead
Builder: ....American Cycle Fabrication
Displacement:........80 cubic inches
Cam: ....it's in there
Carb: ....Mikuni
Air cleaner: ....'39 New York World's Fair
Ignition: ....points stock
Pipes: ....888 Choppers

Transmission

Make: ....Harley-Davidson
Year: 1972
Shifting: ....backwards
Special Features: ....right side shifter

Painting

Painter: ....John Cordwell
Color: ....black and silver
Type: ....powdercoat

Frame

Maker: ....Santee
Type: ....plunger
Rake: ....54 degrees
Stretch: ....4 inches

Front end

Type: ....Wide Glide
Extension: ....none
Builder: ....Custom Chrome

Accessories

Handlebars: ....888 Choppers
Risers: ....none
Handlebar controls:....Performance Machine
Fender: ....trailer
Headlight: ....Nick's Salvage
Taillight: ....888 Choppers
Speedo: ....none
Pegs: 3-Band
Electrics: ....minimum
Gas tank: ....888 Choppers
Oil tank: ....888 Choppers
Oil system: ....old two pump
Seat: ....Mike's Upholstery
Mirrors: ....none
Grips: ....Jackhammer

Wheels

Front

Size: 21-inch
Hub: ....Performance Machine
Rim Width: ....3.5 inches
Tires: ....Metzler
Brakes: ....Performance Machine

Rear

Size: 16-inch
Hub: ....Performance Machine
Rim Width: ....5.5 inches
Tires: ....Pirelli
Brakes: ....Performance Machine

Photos: ....Michael Lichter

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– Bill Credle
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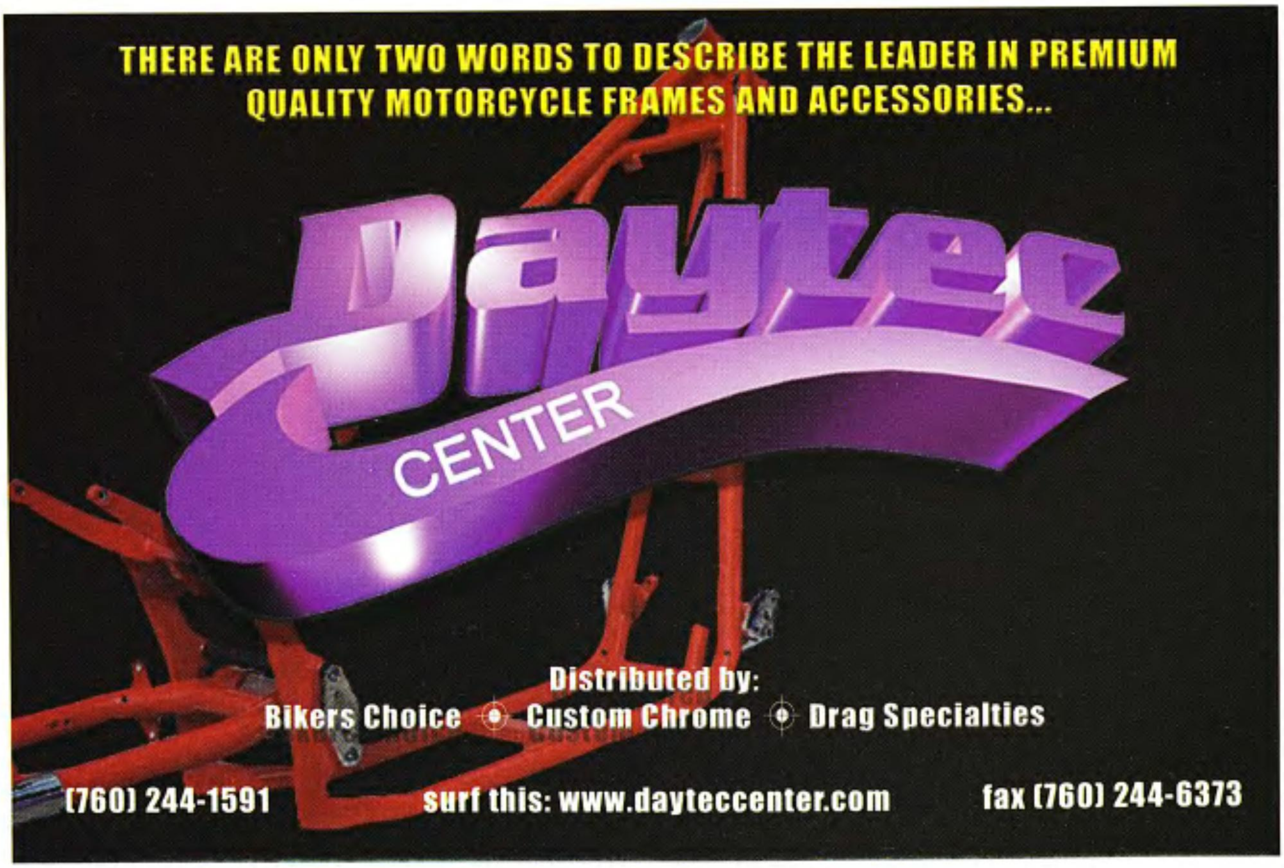
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BMC AND SANTA CRUZ CUSTOMS' OPEN HOUSE

NO LIMITS!

These dudes know how to party! When Big Mike Rouse told us about the open house he and longtime friends Greg Lazarotti and Bob Tara were throwing, we wasted no time in throwing a leg over the ol' scoot and blastin' up to Santa Cruz. These three guys have been friends for over 20 years and their love for righteous custom bikes has spawned their new 10,800-square-foot shop.

The open house shindig took place on September 14th last year and every biker within 100 miles of picturesque Santa Cruz showed up for some great food, live music, and a look at some truly awesome choppers. Santa Cruz Custom Motorcycles (SCC) specializes in customizing and are known for their ability to transform stock bikes into radical rides as well as for building complete from-the-ground-up custom bikes. They sell riding gear, parts and accessories and handle all the California emission requirements (CARB) for BMC bikes.

For those of you who haven't heard, BMC was the first company out there to build and sell manufactured rigid choppers and have been building their bikes in their 8,000-square-foot shop in Bend, Oregon, since 1997. This new facility expands their capability to manufacture five wild chopper models, which run the gamut from entry level all the way to their testosterone-pumpin' "No Limits" customs.

Big Mike's bikes have attitude and so does his company's credo: "You only go around once in life. Go in flames. Get a good grip, twist the throttle, and never look back. Be known." To get a dose of BMC and SCC attitude call 831-479-3859 or visit: www.bmcchoppers.com and www.sccustoms.com. The address of the new digs is 2119 Delaware, Santa Cruz, CA 95060. *—Phantom*

Photos by Pam Proctor

"Straight Outta"

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"It's called a Brewsettia. I got the seeds wholesale from Busch Gardens..."

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JUST SOME GOOD OLD BOYS

Never Meanin' No Harm

In 1979, everyone wanted to be one of the good ol' boys on the TV series *The Dukes of Hazzard* and get their chance to drive the Gen'l Lee. Josh Soto was influenced by this race-bred Southern family to the point that he named his custom bike shop, Boars Nest Choppers, after Hazzard County's country waterin' hole, the Boars Nest. When he was 21, Josh built his first custom chopper from an early model Softail that he got at a third-hand price.

On its first ride, his new prize shot the back jug out, blew the front head off, and looked like it had been modified by Roscoe P. Coltrane's service revolver. As he began the repairs, Josh felt a kindred spirit developing. He was careful to harm nothing, and soon Josh was riding his very first ground up custom machine.

By the time he got the bike done, Josh was almost 22. It was about then that he rode out from his home in Oceanside, California, to Phoenix where he would be trained properly in all things Harley at the hallowed halls of MMI.

After returning home, Josh worked out of his dad's garage wrenching on anything rideable. Today Josh concentrates his efforts on creating wonderful old-school rides, while his brother Ethan runs the store and looks after their full line of cool biker clothes.

Out back, there's Brad "The Kid," who is a fabricator with an artistic flair, along with Gary, Kerr, and Li'l Johnny, all three are Harley certified mechanics. This is the Boars Nest Choppers crew, operating out of a 3,700-square-foot facility.

What you're looking at is one of the many ideas that can be created with a Choppers Original bike kit from Boars Nest Choppers. Josh designed this kit to be a breeze to put together. That's right. You screw it together yourself. And you can have it in several different stages, from the entire kit to a rolling chassis that you can add even more of your own style.

Boars Nest Choppers has included their own frame and oil tank, bars and pipes, and with a springer front end, chain drive, and a good helping of other throwback stuff that you'll find only on bikes from the '70s…you will be so oh-riginal.

Of course, the Boars Nest Choppers Original bike kit rides way better than nearly any of the early choppers you might find out in some barn. You can get a box full of everything you'll need, and the price is so good that you shouldn't have to start runnin' shine to get it rolling.

Josh rode (not trailered) from SoCal to Myrtle Beach Bike Week this year, so you know Boars Nest Choppers is where the corn meets the mash. Check them out at www.boarsnestchoppers.com, take a gander at their Choppers Original bike kit and some of their really cool clothes, then join up with Josh and the crew for the real ride.

And speaking of riding, just think about how great it would be to ride Fox Hunt winner…er, uhh…be riding with Fox Hunt winner Nikki. This delicious babe comes to us via Pennsylvania through Canada—don't ask…just be delighted that naughtyNikki bares her breasts just for you. *—Cheese Grits*

Owner: ....Josh Soto
City:..............Oceanside, California

General
Fabrication: ..Boars Nest Choppers
Year/make: ....2003 Boars Nest Choppers
Model: ....Chopper Original
Assembly: ....Boars Nest Choppers
Time: ....12 months
Chroming: ....West Coast Plating

Engine
Year: ....2003 S&S
Rebuilder: ....Boars Nest Choppers
Displacement:........96 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....Rod Sexton

Transmission
Year/make: ....2003 Boars Nest

Painting
Molding: ....BNC
Painter: ....Richard Forelli
Color: ....red
Type: ....PPG
Special paint: ....none

Frame
Year/make:..................2003 Daytec
Type: ....rigid
Rake: ....42 degrees
Stretch: ....none
Shocks: ....none
Modifications: ....stretched 6 down

Accessories
Handlebars: ....Arlen Ness
Risers: ....none
Handlebar controls: ......Arlen Ness
Fenders:....................Eric Frandsen
Headlight: ....Adjure
Taillight: ....Boars Nest Choppers
Pegs:................Paul Yaffe Originals
Foot controls: ....Arlen Ness
Gas tank: ....Fat Katz, modified
Oil tank: ....Kennedy
Seat: ....Rich's Bitchin' Seats
Mirrors: ....Paul Yaffe Originals
Grips: ....Paul Yaffe Originals

Front end
Type: ....springer, 10 over
Builder: ....Tolle

Wheels
Make:.....................................Akront
Hub: ....Arlen Ness
Size: ....18 rear/21 front
Tires: ......Pirelli, rear/Metzeler, front
Brakes: ....Tolle
Photos: ....Rick Hustead

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1 PC. STRETCHED TANKS 212.44 up
H-BAR M/CYL. 39.83 up
WIRING HARNESS KIT 42.75 up
TRANS. PULLEY 48.84 up
PULLEY COVER 19.38 up
SEAT PIN 5.06 up
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BALANCE MASTER 69.94 up
M-6 CHAIN TENSIONER 63.64 up
HEADLIGHTS 26.94 up
NARROW GLIDE TO WIDE GLIDE® CONVERSION KITS 292.86 up
COMPLETE 21" FRONT END KITS 1179.63
YOST POWER TUBE 33.45 up
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CATEYE TAIL LIGHT REG. BULB 12.94 W/LED BULB 29.19
JIM'S ROLLER ROCKERS 307.35 up
CHROME TREES STEEL 146.03 up BILLET 198.84 up
EXHAUST POWER CONES 24.49
DUAL DISC CALIPERS 180.26 pr. up
TOMBSTONE TAIL LIGHT 21.94
STOCK TAIL LIGHT 20.79 up
CLUTCH HUB PULLER 22.38 up
BRAKE PADS 4.60 pr. up
FLT-FXR STABILIZER BAR 24.34 up
FLT-FXR MOTOR MOUNT 19.54 up
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GENERATORS BLACK 99.78 CHROME 124.40
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CHAIN DRIVE PRIMARY KITS 753.59 up
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CHROME AXLE KITS 23.99 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
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ROD SETS 131.16 up
BRAKE TEE 8.76 up
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CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
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AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
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FORK TUBES 62.03 up
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KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND KIT WITH MOUNT 26.75 up 38.16 up
THUNDER JET 44.84 up
MINI GAUGES 29.23 up
FOWARD CONTROLS CHROMED BT-XL 67.13 up EVO XL 1986-UP 210.54 up
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Men Strike Back!

How many men does it take to open a beer?
None. It should be opened when she brings it.

Why is a laundromat a really bad place to pick up a woman?
Because a woman who can't even afford a washing machine will probably never be able to support you.

Why do women have smaller feet than men?
It's one of those "evolutionary things" that allows them to stand closer to the kitchen sink.

How do you know when a woman is about to say something smart?
When she starts a sentence with "A man once told me..."

How do you fix a woman's watch?
You don't. There is a clock on the oven.

Why do men fart more than women?
Because women can't shut up long enough to build up the required pressure.

If your dog is barking at the back door and your wife is yelling at the front door, who do you let in first?
The dog, of course. He'll shut up once you let him in.

What's worse than a Male Chauvinist Pig?
A woman who won't do what she's told.

I married a Miss Right.
I just didn't know her first name was Always.

Scientists have discovered a food that diminishes a woman's sex drive by 90%.
It's called a Wedding Cake.

Why do men die before their wives?
They want to.

Women will never be equal to men until they can walk down the street with a baldhead and a beer gut,
and still think they are sexy.

In the beginning, God created the earth and rested.
Then God created Man and rested.
Then God created Woman.
Since then, neither God nor Man has rested.

— Dogbreath

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With the introduction of the 2004 Chopper, Big Dog Motorcycles is not just continuing the heritage of the rebellious two-wheelers of America's 1960s, it is resubmitting the modern interpretation of a classic.

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★ cutting-edge design | 107 cubic inch engine | custom paint & graphics | 6-speed transmission | super fat 250 rear tire ★

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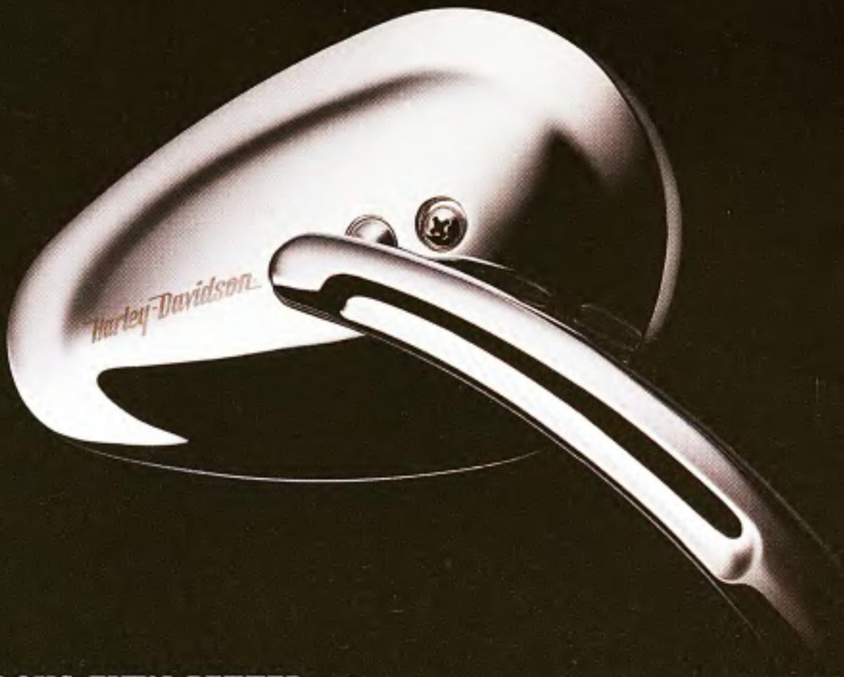

LOOKS EVEN BETTER
WITH THE EDGE OF TOWN SHRINKING IN IT.

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The Bullet Mirror. Look into it and pure custom stares back. Check out our big collection of mirrors in the new Genuine Motor Accessories catalog. You're bound to find the perfect one for your bike. Stop by your Harley dealer. Or call 1-800-443-2153 for directions.

Easyriders' Top 10 Exotic Dancers Of 2004

Yup, it's that time of year when we hit all the strip, er, Gentleman's Clubs around the country in search of what we consider to be the Top 10 Exotic Dancers in the country. Now, many people have written and asked why *Easyriders* would feature these girls…DUH! Think about it: Free drinks, free lap dances…LOTS of free lap dances and women treatin' us like we all look like Brad Pitt—and if you've seen us, you'd understand why that's so funny. Besides, like you wouldn't want to do the same thing?

We've also been asked how you, the reader, can help us out and come along on these trips. The answer? Screw you, we're keeping this to ourselves. But we will share. So, that's why we really do this, for you, our readers. Look at it this way, at least you're not the ones comin' home late at night and getting yelled at for smellin' like women, whiskey and cigars, with glitter all over ya, phone numbers in your pockets and underwear, make-up on your clothes and underwear and…ya know, I think it's time to go back to a few of those places.

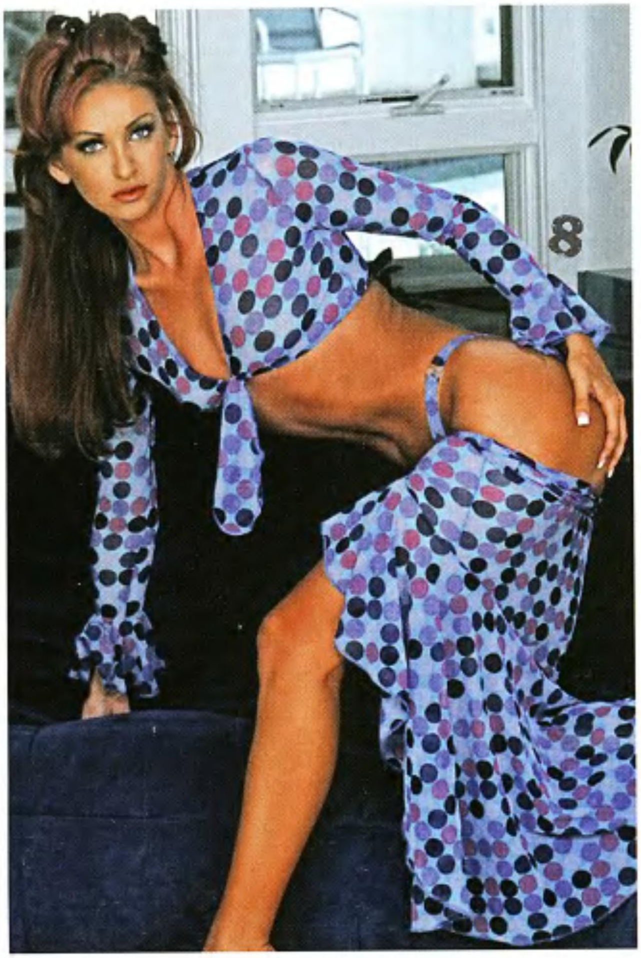
If you're a Feature Entertainer and would like us to consider you for next year's listing, send in your information to: *Easyriders* Exotic Dancer Contest, Attn: Oil Can, POB 3000, Agoura Hills, CA 91376. And maybe, just maybe, we'll come out and spill drinks all over the club you're performing in! —*Oil Can*

No.10 ALEXIS AMORE

Billed as the "Peruvian Princess of Porn," Alexis has over 300 XXX films to her credit including: *Ass Angels 2*, *Pink 15* and *100% Jenna Haze*. (We list the titles because…oh c'mon like *Pink 13* wasn't enough?) She stands in at 5 foot 4 inches with a 36D rack and well-proportioned final measurements of a 22-inch waist and 34-inch hips—two more inches in the waist and hips and you'd have the proverbial "Brick House." Alexis has a slew of magazines and TV credits on her resume, including mainstream titles as *Maxim*, *Low Rider* and MTV. To learn more about how to give your money to her, log on to www.Alexisamorexxx.com

No. 09 AMBER WAVES

You may recognize Amber from a previous issue of *Biker* magazine. If that wasn't memorable enough for you, try renting these flicks at your local video store: *Las Vegas School Girl Sluts*; *Wet & Wild 4*; *Blow Bang 11*; or *Double D Sluts*. Amber also holds the *Hustler Busty Beauties* Centerfold of the Year title as well as appearing in several other magazines. Amber's also appeared on the Playboy Channel and HBO's *Real Sex*. Standing in at 5 foot 9 with a 36EE-24-36 set of numbers, Amber shouldn't be easily forgotten. Check her out on www.legacyentertainment.com.



No. 8 NIKITA CASH

Le Femme Nikita's name sounds exactly as it should —I Need Ya Cash! I'm kidding…sort of. Nikita is an all-natural 36B-24-34 brunette that will rock your socks off. As a dancer she holds over 20 titles including: Miss Nude Galaxy Go-Go, Exotic Pole Dancing Champion and Beverly Hills Showgirl of the Year. She's also appeared in over 100 XXX films and has made several TV appearances in HBO's *Real Sex, A&E Investigates*, and *Playboy's Sex Court* and *Night Calls* shows. Check her out at www.Nikitakash.com.

No. 7 DIXIE CUPPS

Oh I wish I was in the land of cotton…Miss Dixie, Miss Cupps, however she would like to be addressed, is a 5-foot-3 stunner. With measurements of 40EE-24-34, it's no wonder she won Miss Tampa Bay Best Breasts title. Dixie has also appeared on the *Howard Stern Show*, *Jerry Springer*, *Jenny Jones* and the E! Channel. She also lists *Court TV* but we were too afraid to ask. We do know she does NOT like to be referred to as: Hey you with the big tits! That got us punched out and tossed outta the club. Check her out at www.dixiecupps.com.

No. 6A and B THE PORCELAIN TWINZ

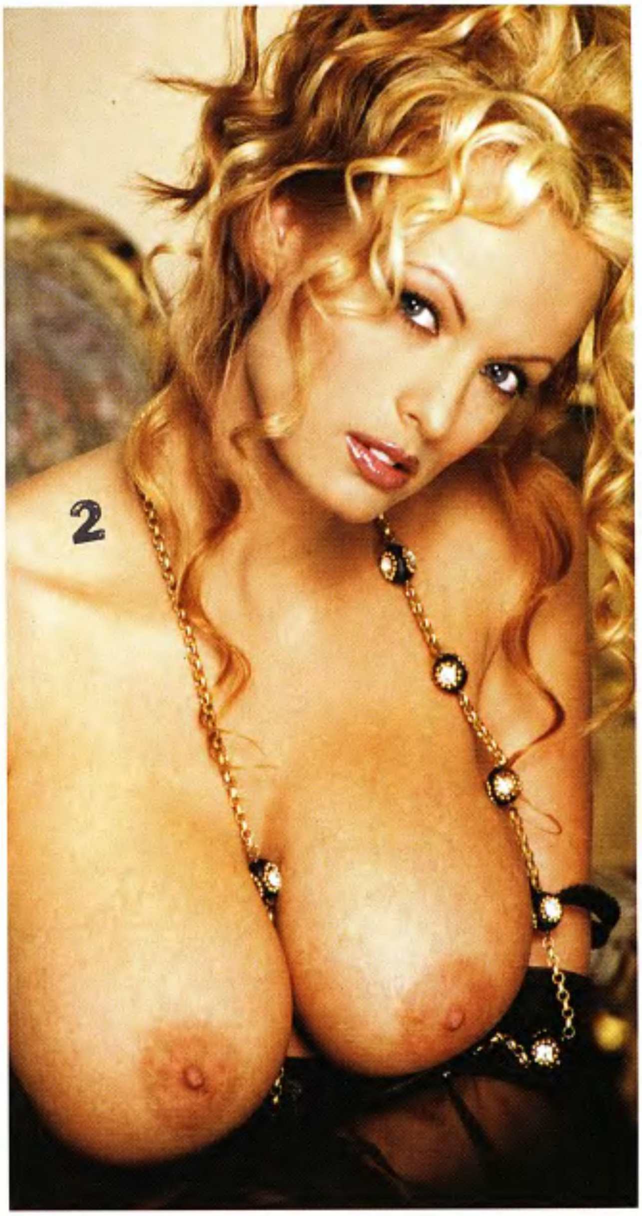
It's two for the price of one! Now I'm as free-thinking as the next guy about the two-girl threesome, but with twins? I mean maybe in the "jungles" of Arkansas or somewhere the incest meter runs low, but…never mind. You may have seen the Twinz in Comedy Central's *Insomniac: with Dave Attel*, George Michael's video *Freek* or on VH1's documentary *Burlesque Dancers: Fetish Idols*. The Twinz, Zero and Zen, travel the world performing in both burlesque and fetish performance art shows and have a long list of magazine credits. They've also appeared in such films as *Thirteen Ghosts* and *Auto Focus*. See for yourself at www.porcelaintwinz.com.

No. 5 SYREN

It's not hard to understand how easy it is to fall under this black-haired, green-eyed Syren's spell. This Asian beauty stands in at 5 foot 5 with the "perfect" measurements of 36C-24-36. Alas, this Syren is not without her own list of credits in the Adult arena. Voted Best Girl/Girl Sex Scene in *Las Vampyres*, as well as appearing in *Trial By Copulation*, *Flash Flood 3* (I don't think that's a safety video) and *Taboo 2001*. Her magazine credits include: *Hustler*, *Oriental Dolls*, *Club* and *High Society*...all my favorites. Fall under her spell at www.syrenspell.com.

No. 4 TANYA TAYLOR

It's not difficult to see why Tanya is in the Top 5. Tanya is one of the most downloaded fitness models in the world. Appearing in such mags as *Muscle & Fitness*, *Ironman*, *Pump* and *Natural Body Fitness*, this blonde-haired, green-eyed model, stands in at 5 foot 6, boasts measurements of 36DD-23-34 and states she is of Swedish, French and German decent. I don't know about you, but I'm all for setting up some serious international relations here. Check her out at www.tanyamodel.net.



No. 3 INARI VACHS

So, to all of you who think that "all-natural" girls never appear in our mag, let me introduce you to Inari. The 5-foot-5, 34B-24-36 lass is also a very popular XXX "star." Inari has some great film credits, such as: *Decadent Divas 2, Chasin' Pink 6, Wet Nymphs, Ass Angels 4, 100% Blow Jobs* and *Eat My Valentine*. She's also been awarded the coveted Orgasmic Oralist Award for 200. She's appeared in more than a couple men's mags and can be viewed in all her natural beauty at www.ivmultimedia.com.

No. 2 STORMY DANIELS

OK, this was NOT an easy decision to make, however, somebody had to come in second, so why not someone who has already won a Gold Medal? That's right, Stormy here is the 2002 Gold Medalist at the Golden G-String Awards. Now we weren't too sure exactly what all that entailed, but we liked the idea of it. She's also a two-time winner of the Miss Nude North America title as well as appearing in such classics as *Nuts, Best Friends* and *American Girls*. Her magazine credits run the gamut from *Penthouse* to *Gent* with some *Hustler* titles and the infamous *D-Cup* thrown in for good measure. Stormy has quite the winning combination with the red hair, blue eyes and 36DD-25-36 measurements. Check her out at www.stormyxxx.com.

#1

No. 1! EASYRIDERS' TOP EXOTIC DANCER — ILLANA LESA

How tough was this choice? Let's just say that between No.s 1 and 2 our staff used up an entire year's expense account trying to decide. C'mon, you can't make these types of decisions in one night. Anyway, we got confused as our winner changed her name recently. Illana, formerly known as Dayton, has also been seen in both the adult and mainstream media in films such as: *Dayton: Extreme Close-up*, *Dayton's Secret Paradise*, *Eat My Valentine* and *No Man's Land: All Blonde Edition*. She lists over 75 different magazine credits and a variety of TV and music video appearances. This 5-foot-3 spinner has a rack you just gotta play with. She lists her measurements at 32DDD-22-34 and puts on one of the hottest shows you'll ever witness. Check out even more of her at www.illanlesa.com and look for her appearance at the nearest club to you. Trust me, you'll thank us later...just don't shake with the same hand.

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Extra Edition

Children's Miracle Network Exposed

Have you noticed the abundance of motorcycle charity rides lately? But how much do we really know about where that money is going?

In the past, I've written articles about what my research has turned up about some of the different charity rides. Every time I've done that, people thank me for doing the research because they just assumed they were supporting a good cause, especially the rides that are "For the Children." Well, I have another ride that I want to give you some info about. I'm just glad that this is the first one of these rides.

I recently picked up a brochure about the inaugural Miracle Ride for Children's Miracle Network. I might have overlooked the significance of this except lately my TV has been flooded with commercials from Children's Miracle Network that say they are the "premier alliance of children's hospitals" that benefits Children's Healthcare of Atlanta. Here's my problem with this Miracle Ride. If you raise money for Children's Healthcare of Atlanta, you're raising money for a hospital that doesn't even like motorcyclists, not to mention that they have six lobbyists at the Capitol. That wouldn't bother me so much, except they are lobbying about something that has nothing to do with children.

I have quite a few years of experience with Children's Healthcare of Atlanta and their practice of lobbying against our bill to modify the adult helmet law in Georgia. Our bill has always been to allow freedom of choice for those 21 and older. So it only effects adults, not children. However, Children's Healthcare of Atlanta has always been our biggest opponent. Their lobbyist, David Tatum, testified against our bill on numerous occasions. When we asked them why a children's hospital would spend so much time, money and effort on an issue that doesn't even pertain to children, the answer was that children learn by example and we (as adults) have to set this example so that children won't grow up and make unsafe choices.

A few years ago, during our Biker Day at the Capitol, they brought a group of kids to the Capitol and made a point to parade these kids around in front of us. They had

CONTINUED ON PAGE 115

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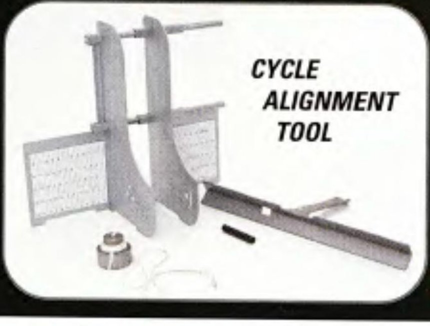
1-IN-3 MOTORCYCLES ARE OUT OF ALIGNMENT



If you're that 1, you know the signs... high speed wobble, sliding sideways under braking and acceleration, the unnecessary evils of riding a motorcycle.

Why suffer any longer? Why ride your motorcycle with this burden? And why prematurely wear out tires and driveline components?

Now there's a kit available that will fix this once and for all. Your bike will handle great! And you'll be left wondering why the hell it took so long to come up with this tool!!

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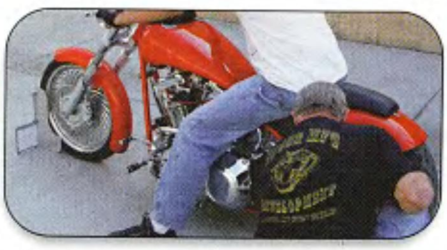

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Children's Scam CONTINUED FROM PAGE 113
these kids put on T-shirts that said, "Don't Hit the Road Without Your Helmet."

They stopped the kids in front of our table and had them start singing, "Wear your helmets" at us. We were minding our own business trying to ignore this carefully orchestrated provocation.

What bothered me the most about this incident was that they exploited these kids. I don't believe that the parents of these kids knew they were going to the Capitol to attempt to provoke a group of bikers. From that point on, I vowed that I would never take my child to Children's Healthcare of Atlanta. They may do some good things, medically speaking, for the kids. But at what price? Do you want a hospital brainwashing your kids?

To me, one of the worst things about all this is that there have been some motorcycle groups out there raising money for Children's Healthcare that don't have a clue what they are doing at the Capitol. Normally, charities are not allowed to lobby. So, how do they get away with it? I'm still not sure of that, considering that I did what I normally do when researching something like this. I pulled up their tax return. The most recent one available was for 2000. One of the questions on the tax return is: "During the year, has the organization attempted to influence national, state or local legislation, including any attempt to influence public opinion on a legislative matter or referendum? Their answer is "no." That's a strange answer considering that they have six lobbyists registered. Check it out yourself at www.ethics.state.ga.us. It even lists their phone numbers. Call David Tatum and ask him if he lobbies against changing the Georgia adult mandatory helmet law.

On the day our bill was defeated in the Senate, we spoke to several of the legislators who had told us they supported us and then voted against us. One of them was Senator Rooney Bowen. He said his reason was, "The doctors and hospitals got on to me." My comment at that time was if Children's Healthcare of Atlanta has enough money to pay six lobbyists, they have too much money.

Any motorcyclists out there who are planning on supporting this ride should know what their money would be going toward. Every penny that they raise only helps them to be able to afford to keep these lobbyists on the payroll.

When you hear about a ride for charity, especially one that's "For the Children," ask yourself, is it really going for the kids?

—Kim Adams,
office manager, ABATE of Georgia

The Gift

BY R.M. HUTCHISON II

It was one of the first of the really great spring ridin' days. The kind that makes you want to roll up some long miles and good times to shake off the memories of all that snow and blow. Traffic was light, the bike was runnin' great, and all the cops seemed to be somewhere else. On a day like this, a ride to anywhere should have been good. But there was nothin' good about this one.

The wind suddenly bit through my leather, remindin' me that winter had only just ended, bringin' another year of bad memories to a close. I eased back on the throttle, letting the modified twin cam Super Glide growl and snap as she carried me down the I-64 off ramp, past a web of traffic lights and on into two lane blacktop country. I leaned back and let the bike find her way through all those turns and switchbacks, takin' my own sweet time. I was damn sure in no hurry to get to Shady Haven. As I rolled through small showers of dead leaves, listening to the earth-shakin' beat of the 103-inch stroker beneath me, I thought again about the man I'd find at the end of this road.

Big Bear Jackson…the Old Man himself…the legendary badass father-figure who'd roared through my childhood on a huge red Duo Glide with a pistol in his pocket and a fifth of Old Sunnybrook in his saddlebag. As far back as I could remember, he'd always been there, bigger than life and tougher than the old iron he rode. To the kid I'd been in those days, he was what freedom, and bein' a man was all about. I'd grown up watchin' him range as far as the road and that beautiful panhead would take him. But that was a long time ago. Now, Bear Jackson ranged no farther than an over stuffed recliner in Room 807 of the Shady Haven Nursing Home.

The change seemed to come on him almost overnight. And, like most of the really tough challenges a man has to face, Bear had no time to prepare for it. One day he was ridin', wrenchin', and raisin' hell just like always. Next day, he woke up in the Cardiac Intensive Care Unit at County Memorial with a chest full of by-passes, unable to remember the massive heart attack that put him there.

Bear was never himself after that. He left the hospital weak and disoriented, like a man with a bad case of PTSD. In the days and weeks that followed, he became more and more withdrawn. He stopped talkin' to his old bros and quit keeping up with the chores around his place. He seemed to lose interest in everything. Even his trademark red Harley Duo Glide.

The doctors called it depression and the more I found out about the disease, the less I liked Bear's chances of pulling out of it. I offered to stay with him until he got back on his feet but he wouldn't go for it. Three months after the heart attack, he decided to check himself into Shady Haven using his V.A. benefits. I'd tried to talk him out of it but his mind was set, and the man who had been Bear Jackson hadn't left Room 807 since. As the months passed, he just sat in that recliner wasting away and refusing to see any of his old friends. Now, nobody even tried to see him anymore.

Nobody but me.

The road dead-ended at the entrance to the Shady Haven visitor's parking lot. Like always, I blew by the lot and pulled into my usual spot in front of the No Parking sign near the front door of the administration wing. As I locked the forks, I glanced back along the row of windows to where Bear's room was supposed to be. The shades were closed and, although a dead man would have heard my free-breathin' scooter thump onto the lot, those curtains in room 807 never stirred. Other curtains fluttered as patients, or residents, as the staff insisted on calling them, peeked out to see what all the excitement was about. A couple of them waved, and like always, I waved right back. I took a deep breath and headed inside.

I pressed the button to the right of the first set of double glass doors and waited 'til one of the staff buzzed me through. Even though I knew the locked doors were supposed to keep the residents safe, it still left a bad taste in my mouth. It reminded me way too much of visiting day at county lock-up.

The cute little receptionist gave me her normal nervous smile as I passed her desk and turned down the long corridor toward the old man's room. The door to 807 was open. The room inside was dark but I could still see Bear sitting where he always sat, sunk deep in the big easy chair with his back to the door. If he knew I was there he gave no sign.

The old man stared at the curtained window and I heard him sigh. He looked exactly as he had when I'd left him the other day. And the day before that, and all the other days before that. Maybe a little more shrunken than before. Even now, the weight loss was shocking. What had once been a powerful man was now a pale ghost. There had been a time not too many months ago when he could have picked me up by the scruff of my neck. Now he sat here slowly wasting away, unable to even walk across the room. It was almost as if he'd decided to

throw away what was left of himself. There didn't seem to be a damn thing I could do about it. And I'd tried just about everything.

As I stood in the doorway I thought about me and Bear Jackson. It seemed as though I'd been fightin' him all my life. I'd lived in his shadow since the day I was born, and livin' in a shadow that big made for some cold growin' up.

You see, having a local living legend for a father wasn't easy. People always seemed to expect an awful lot from Bear Jackson's kid and I guess I got so I could usually handle that. The hell of it was that the Old Man always seemed to expect more, too. And there was no way I was gonna be able to measure up to who Bear thought his son should be.

But I damn sure tried. I worked like Bear Jackson, fought like Bear Jackson, rode like Bear Jackson and chased women like Bear Jackson. I drank like him, smoked like him, and got thrown in jail like him. I even joined the Rangers like him. But, no matter what I did, no matter how well I rode, how many asses I kicked, or how many women I fucked, nothing was good enough to satisfy him. Even when they gave me the medals for what happened in Gulf War One, all he said was, "Yer Bear Jackson's kid. I expect ya to be able to take care of yerself." Finally, I gave up tryin' to measure up to him and just settled for fightin' him every step of the way.

I leaned against the door and thought about the last time he'd kicked my ass. I'd been out of the Army for a little over a year, living with some strung out little stripper. I'd just about quit ridin'. I was doing too much booze, neglectin' my bike, and generally pissin' my life away as fast as I could. When Bear kicked open the door on that little firetrap apartment we were livin' in, I was so fucked up I didn't even recognize him. He told me later that I'd come up off the couch swingin' a half-empty bottle of wine at him. He knocked the bottle out of my hand, punched me a few times in the runnin' lights, threw me over his shoulder and carted me back to his place

I don't recall ever seeing him so pissed off as he was that night. When I came around enough to ask what was going on, he glared at me and said, "I'm givin' you back yer life, kid. What you do with it after this is on you. But you better get a grip! Yer Big Bear Jackson's kid, and it's high time you started actin' like it!"

I remembered what the Old Man had said, and after a couple of false starts, I pulled it together. Me and Bear never got to where we wanted to spend a whole lotta quality time together but at least we got so we could be in the same room without throwin' punches. And after all these years I got myself to the point where the Old Man should have been able to depend on me. Trouble was, now that he was down, I couldn't seem to find a way to help him. Maybe that's what hurt so much. Knowing that I owed him one and I was lettin' him down. I could almost hear that deep gravel voice growling at me. Yer Big Bear Jackson's Kid.... You oughta be able to handle things.

As I watched the sad figure in the recliner, he sighed again. This time it was almost a whine. I gritted my teeth at the sound. Suddenly, I'd had enough. I didn't feel sorry for the shriveled old man in Room 807 anymore. I didn't want to help him or make him feel better. I wanted to yank him out of that chair and slap him openhanded until he mustered up enough balls to fight back. As I stood in that doorway feeling the anger wash over me, I began to realize why Bear had come after me all those years ago, and why he was so pissed off when he found me. I knew what I owed him. And I knew what I had to do.

Usually, when I get really fired up, I'm halfway into tearin' something apart, kickin' somebody's ass, or doing something really stupid by the time I start thinkin' about the consequences. It's just somethin' about being a Jackson and it's got me married twice, divorced once, landed me in jail a few times, and also provided me with more than enough scars to impress the ladies. This time was no different

I crossed the room in three long steps and pulled Bear out of that easy chair by one boney arm. He started bitchin' and moaning as I shoved him toward the tiny closet in the far corner of the room. I dug around in there and pulled out the warmest thing I could find, an old leather flight jacket that had almost as many miles on it as the Bear. When I started worming his arms into the jacket, he must have figured out what I had in mind cause he started cussin' me and yellin' for the nurse. I zipped the jacket and spun him around. Grabbing a handful of his old fur collar, I steered Bear out into the hallway and made a quick bum's rush for the double doors, pushing him along in front.

Someone must have heard him yellin' for help cause all of a sudden buzzers were going off all over the place, a voice was calling for security on the intercom, and we were attractin' a lot of attention. The corridor near the double doors was filling up with security guards, nursing staff and other do-gooders. Pushing Bear along with my left hand, I used my right to clear a path through the crowd.

Most of 'em were pretty quick to scurry out of the way, but it seems like there's always a few who take themselves way too seriously. A fat nurse and a rent-a-cop met us at the end of the hall, stepping in between me and where I wanted to go. I didn't give them time to do much more than hold up their arms like human stop signs before I shouldered the beefy nurse onto the receptionist's lap and let go of Bear long enough to open the double doors with the rent-a-cop's head. Then we were outside and into the afternoon sunshine.

By the time we got to my bike, things had begun to get a out of hand. The wrecked security guard was moanin', the fat nurse was screamin', and the little receptionist was trying to get the fat nurse off her lap long enough to call the cops. Bear wasn't saying much. By this time, he just kinda went where he was pointed.

I unlocked the Super Glide and fired her up. Bear flinched at the sound of my straight pipes and that pissed me off all over again. He really started to pitch a bitch when I put him on the seat and climbed on in front of him.

"I'll fall off this thing," he wailed. "Yer gonna kill me!"

"Then both our worries'll be over!" I shouted back over the noise of the big twin. I dropped the bike in gear and we were gone.

The Old Man had no choice but to hang on as we rocketed into the wind. I was makin' time, leanin' into the turns on that two lane, hopin' to be on the Interstate heading east before the county cops got the full picture. By the time I made the on ramp, I could feel him behind me, shivering in the chill wind and holding on. It was like packin' a child.

It was a chilly half-hour ride to the Old Man's place. We made it in 20 minutes. I let the scooter roll to a stop in front of the Old Man's porch, shut her down and eased us over onto the stand. Turning in the seat, I started to help Bear climb off. He swatted my hand away and slid off on his own, nearly falling. He staggered back, trying to get his balance and realized where he was. The house looked about the same as when he left it all those months ago. I'd seen to that. But most important, the big red panhead locked in the shed out back looked just the way he'd left her too. I'd damn sure

seen to that. He stared at me, his breath coming in ragged gasps.

"You always was a crazy son of a bitch. But this beats all," he said and started to climb back on the bike. "Get me back to the home.

I pushed him back, none too gentle about it. I reached into my jacket pocket and tossed him a ring of keys. He let them fall at his feet.

"That's the keys to the house, the shed, and your bike."

He kicked the keys away. "God-damn you, boy! I said take me home!"

"Far as I'm concerned, you are home." I said, cranking the bike to life again. "If you wanta go back there, you can walk. It's only 30 miles." I could feel the big V-twin heart beating beneath me. It was time to ride…time to let the wind wash this bad taste out of my mouth.

As I let the scooter ease forward, Bear reached out and grabbed my arm, his face twisting in panic. "You gotta listen to me, son! I can't do this…. Can't make it. You don't know what your doin'!"

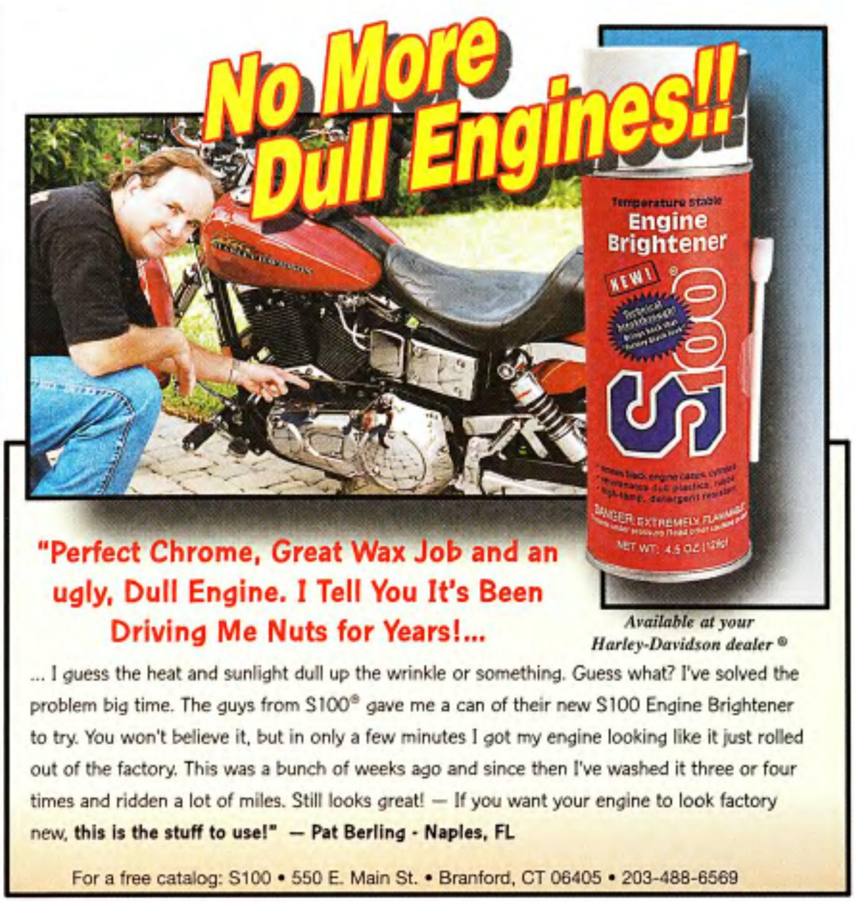
I toed the bike into neutral and shook his hand loose from my arm. I stared at the wreck standing before me for a long second before I spoke. When I finally opened my mouth it was almost as if it was Bear's voice coming out of my own throat. "I know exactly what I'm doing," I growled. "I'm givin' you back your life, Old Man. What you do with it from here on out is up to you."

Bear's head jerked erect, as if he'd been slapped. I'd reached him and cut deep. I'd meant to. And just for a second I saw a look in those sunken eyes that I used to see back in the day. The muscle jumped just above his jawbone like it always did right before he took some poor bastard's head off. Maybe there was still some fire left, still some pride…. Maybe Bear Jackson was in there somewhere, after all.

I put the bike into first. He started to say something but I cut him off: "I don't wanta hear no more of yer bullshit excuses. You need to get off your ass and start takin' care of yourself."

I eased out on the clutch and started to pull away. About 10 feet in front of him, I stopped. I looked back over my shoulder at what was left of my father. "You can do this!" I shouted back at him. "You're Big Bear Jackson! And it's high time you started actin' like it!"

Our eyes locked one more time. Then I twisted the wick and left him standing by the road, alone, and face to face with the rest of his life. ■



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3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
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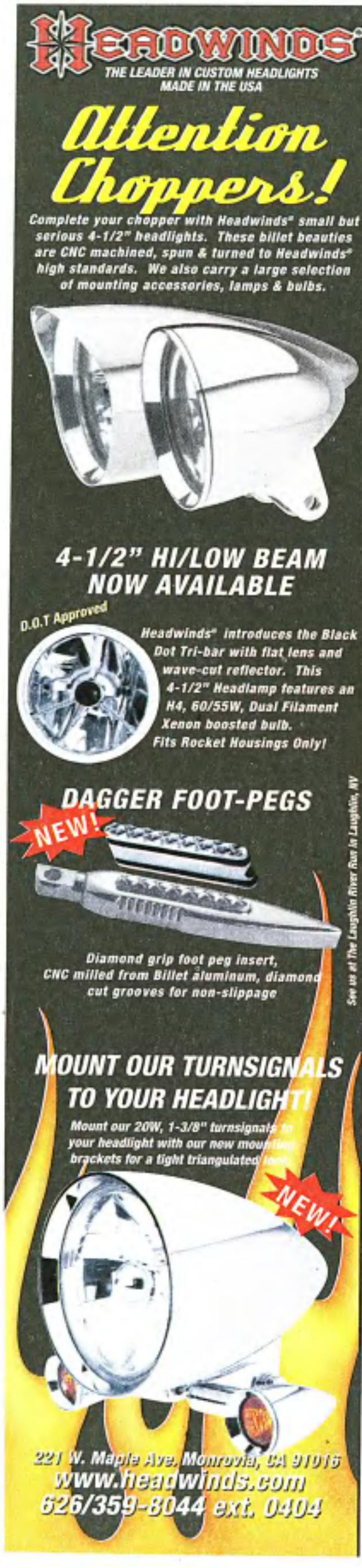
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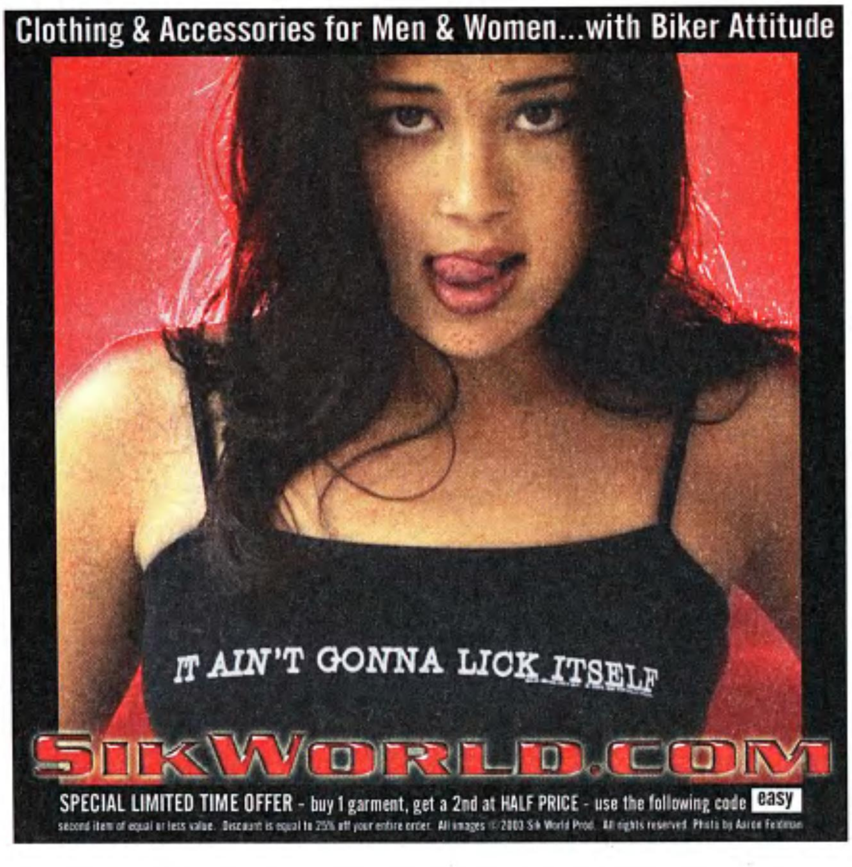
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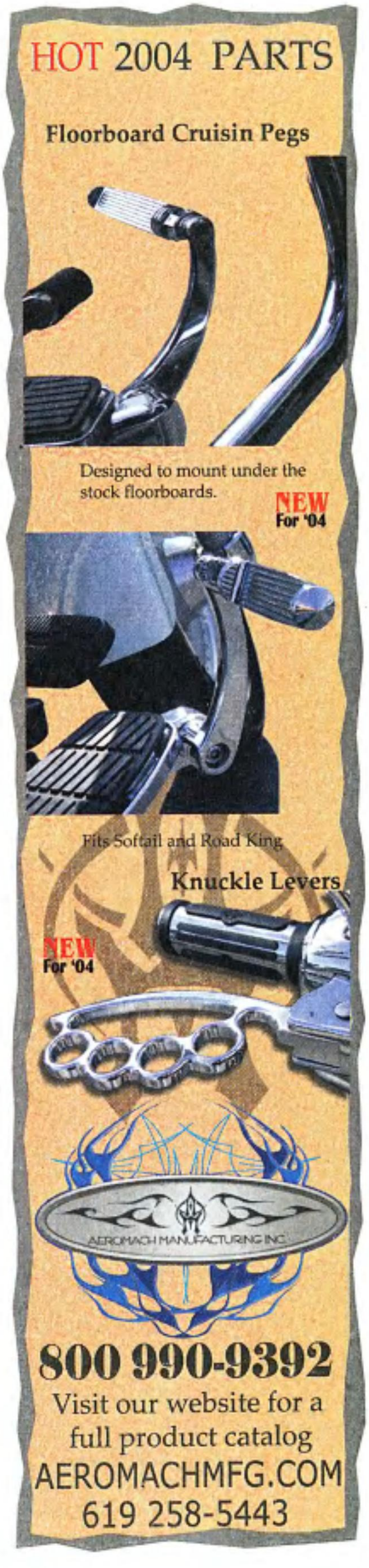
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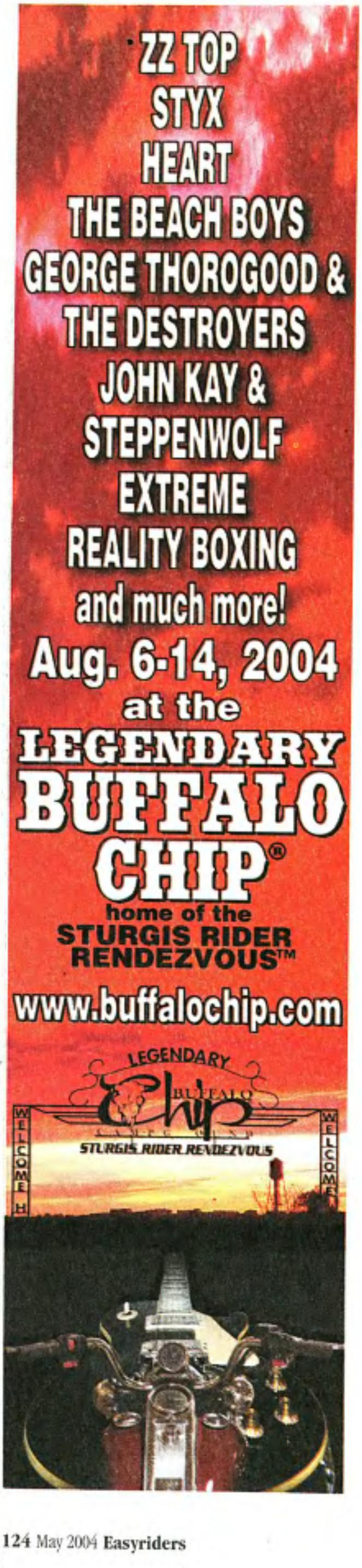
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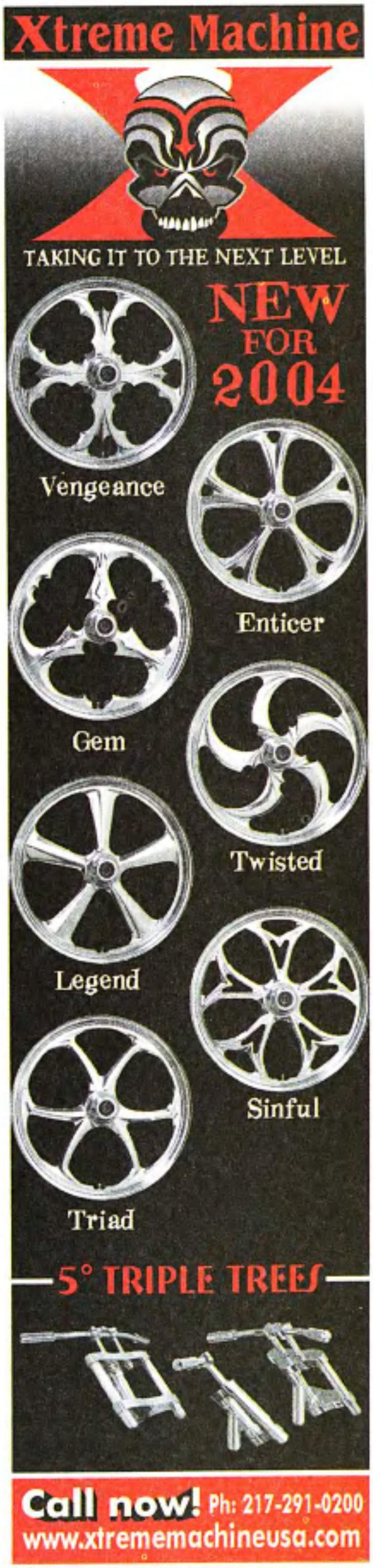
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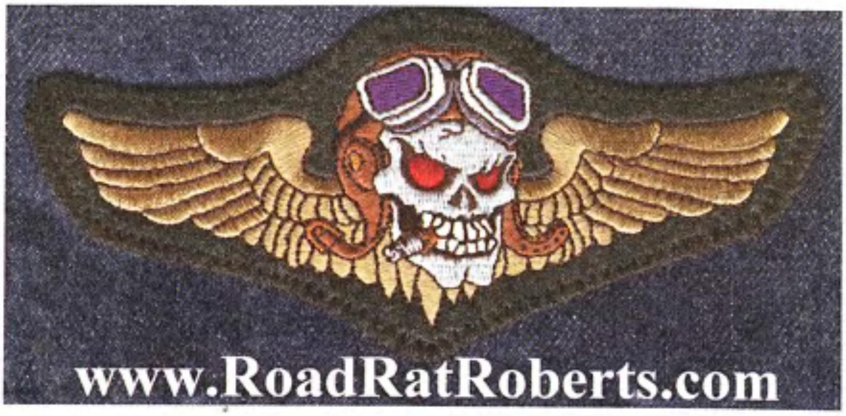
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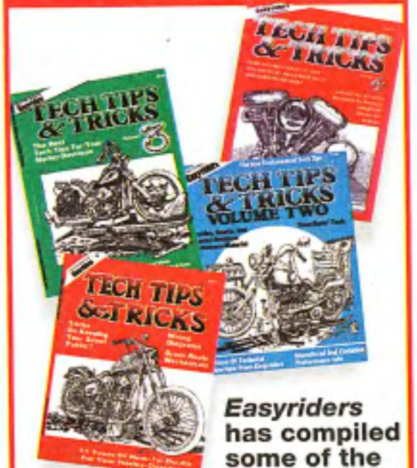

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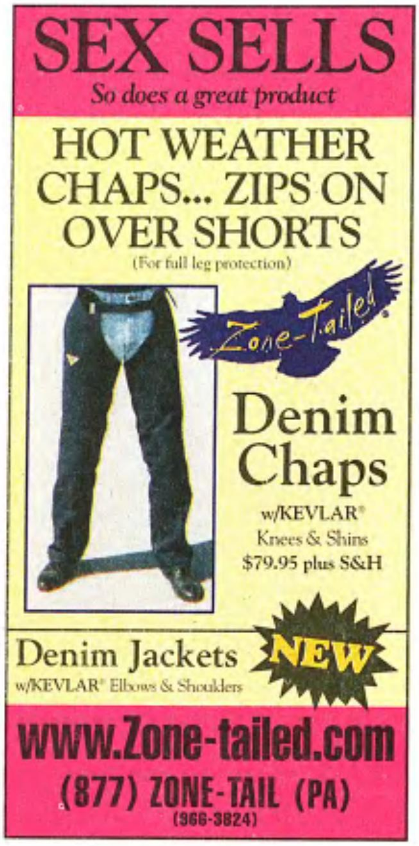
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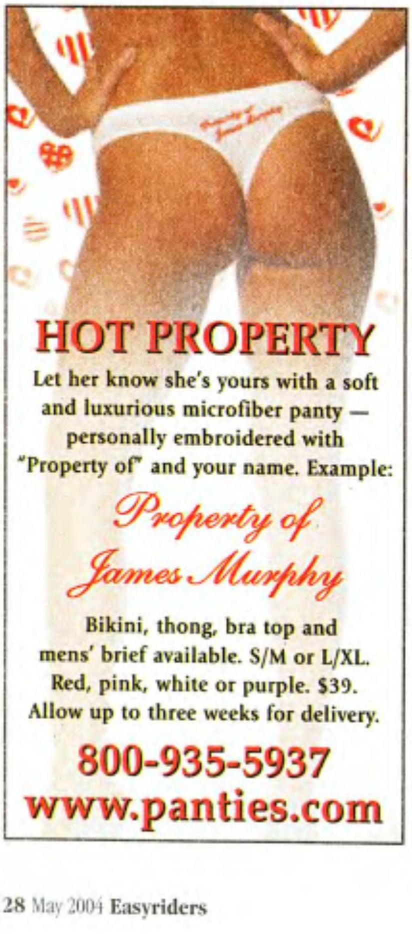
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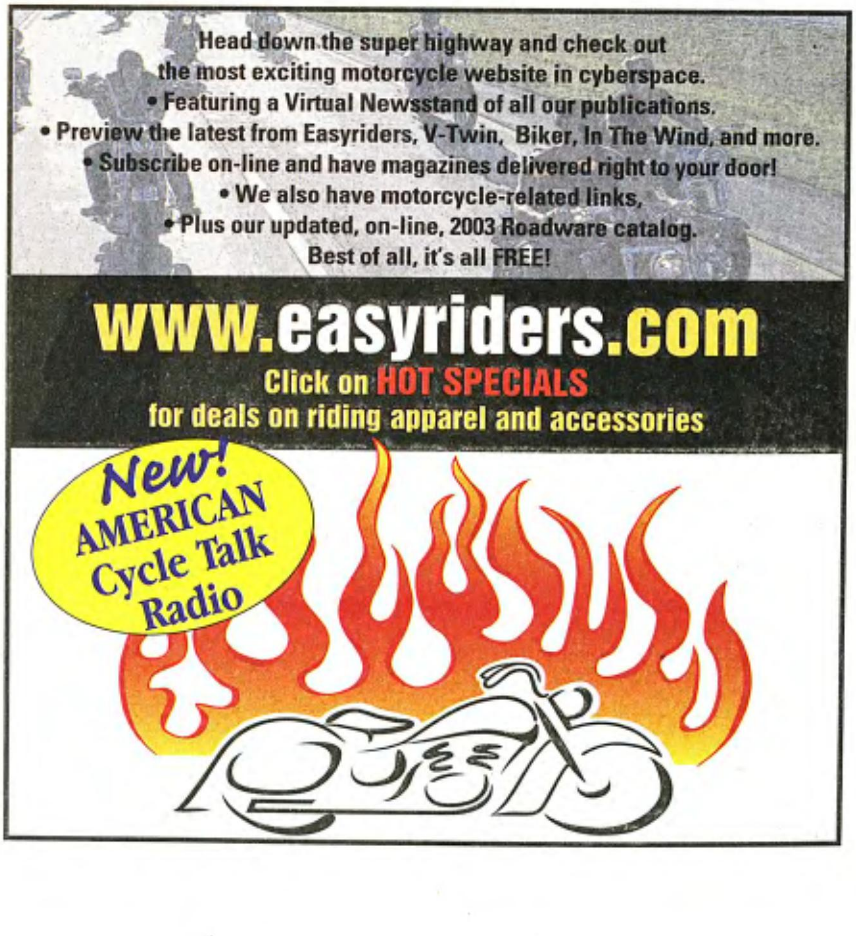
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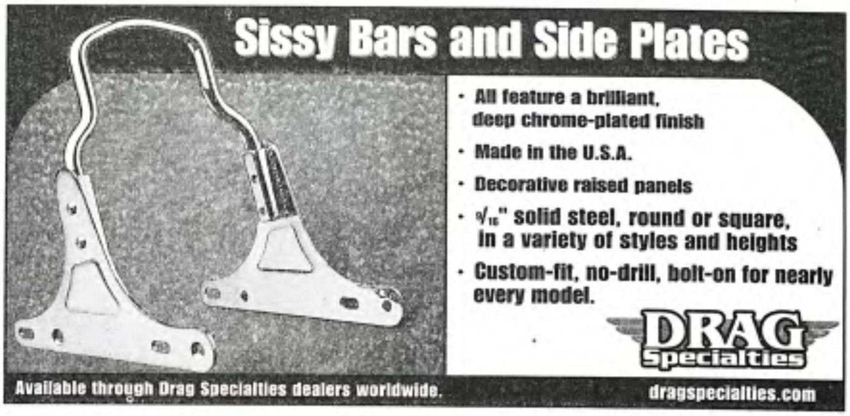
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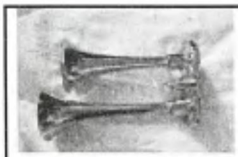

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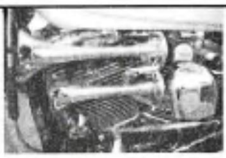

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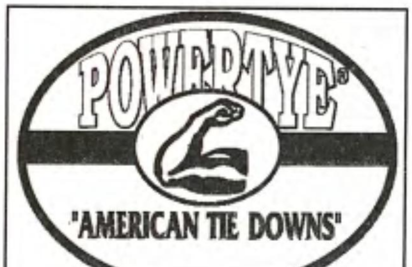

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THE RAMP MASTER

If The Name Doesn't Say It All, The Pictures Will Do The Rest

If you're ready to dump that wooden plank you've been using to load your motorcycle up and down the trailer or pickup truck, The Ramp Master may just have the answer for you. The Vermont-based company now offers a sturdy and safe loading system that's comprised of three aluminum ramps, allowing a single person to easily ride a bike up and down.

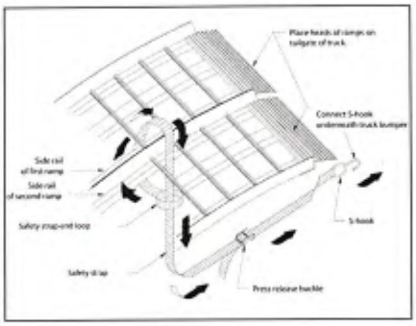
The Ramp Master offers a wide selection of ramps in various sizes to fit your particular application; they sent us a sample of their LRF38122 model, best suited for loading heavyweight cruisers.

The LRF38122 uses three folding ramps that have an arched profile so even the long, low cruisers won't scrape bottom when entering the truck. Besides being slippery and unstable, planks are straight pieces of wood, and when they meet up with the tailgate, they form a peak-like interface that more often than not gets your bike caught up at a bad time in the loading process. The arch on this ramp allows it to butt up with the tailgate and makes for a smooth transition from ramp to bed.

Each ramp is constructed from aluminum alloy and is arched, using a rolling machine at a critical temperature, right after the extrusion process to ensure optimum shape and strength.

The ramps are also hinged and fold for easy storage. Understanding that a hinge might be a weak point in a ramp that's expected to support the weight of a massive cruiser motorcycle, The Ramp Master engineers focused their efforts on devising a bulletproof connection. They came up with hinges made from machined solid aluminum prongs. With no less than eight prongs per track that are held together by a solid stainless steel barrel pin running the width of the track, The Ramp Master is confident your bike won't fall through while loading.

The Ramp Master says there is a lot of physics involved with loading your bike into the bed of a pickup. Three variables must be considered before you take the plunge (so to speak). First: the height of



the tailgate. The higher it is, the steeper the incline. Second: the wheelbase of your bike. And, lastly: the ground clearance of the lowest point on your bike.

The Ramp Master has all this down to a science and we'll let the rocket scientists figure it out for themselves. The rest of us can always log on to the Ramp Master's interactive Web site www.ramp-master.com/ramplength.phtml, where you'll find the ramp that's right for you.

We recently put the ramp to the test. Setting the three pieces up onto the bed of a pickup truck was a breeze. We used the supplied nylon straps to secure the top of the ramps to the truck for extra precaution, and then we were ready to scale that ramp. Riding up was as easy as going down the road.

The sturdy middle ramp is reinforced and yields practically no flex. The side ramps are perfect to stabilize yourself while riding up and down. You can also "walk" a bike that's disabled—the ramp's rough surface provides excellent grip for pushing.

For more information call The Ramp Master at 800-231-8999. You can also log on to www.ramp-master.com to view the various models available or to request a catalog.

—Lafayette

Photos: Ben L.

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PERFORMANCE GUIDE

You know the old saying, "speed costs money…how fast do you want to go?" Well, there's never been a better time to buy yourself some additional horsepower. Today's manufacturers of performance products have the technology and the materials to make an amazing array of go-fast goodies.

Take a good look at the products featured here. You'll find the very best pony-producin' products on Earth, from awesome TP Engineering and S&S Cycle's 124-cubic-inch megamotors along with the absolute latest in EFI technology, to the great new RevTech 110 mill and Woody's wild new blower. So, if you've got a need for speed, we've got the recipe. Make a date to detonate!

—Dave Nichols

TP Engineering Pro-Series 124 engine

TP Engineering's 124-inch motor is arguably the company's most potent weapon to date. TP Engineering founder Tom Pirone states that his company's business is about innovation and improvement, and not about merely catching up with the competition. Such a proactive attitude is demonstrated everyday by TP Engineering; the company draws on years of first-hand, real-world experience dating from its early beginnings as a speed and machine shop to its position today as one of the leaders in motorcycle engine manufacturing.

"It's one thing to re-create, quite another to identify and develop solutions to problems—whether they are design improvements, better raw materials, or a combination of both," Pirone says. "We are leading, not following in other's footsteps."

The Pro-Series 124 engine features new vented rocker boxes and specially designed Crane camshafts. The engine also uses cylinders that are beefed up and feature a larger fin surface area to provide better cooling. The tried-and-true method of encapsulating cylinder sleeves in the casting process—to ensure stability inside the cylinder—is also important to the function and strength of the Pro-Series 124 engine's cylinders.

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Smoky Inc. offers improved performance with their Wiseco big bore kit for 2001-2003 V-Rods

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Get more information by calling Smoky Inc. at 800-251-9518 or visit them on the Web at www.smokymotion.com.

S&S big twin engines keep getting bigger

Harley-Davidson Twin Cam riders are lining up to get one of the new S&S 124-inch late-model-inspired engines, S&S says, adding that its monster motor makes about 130 horsepower and fits in a stock Harley Twin Cam frame. It's available for carbureted and fuel-injected models alike. Carbureted engines come with the new S&S IST ignition system while fuel-injected engines are equipped with the S&S VFI induction system and module. At present, some stock or aftermarket

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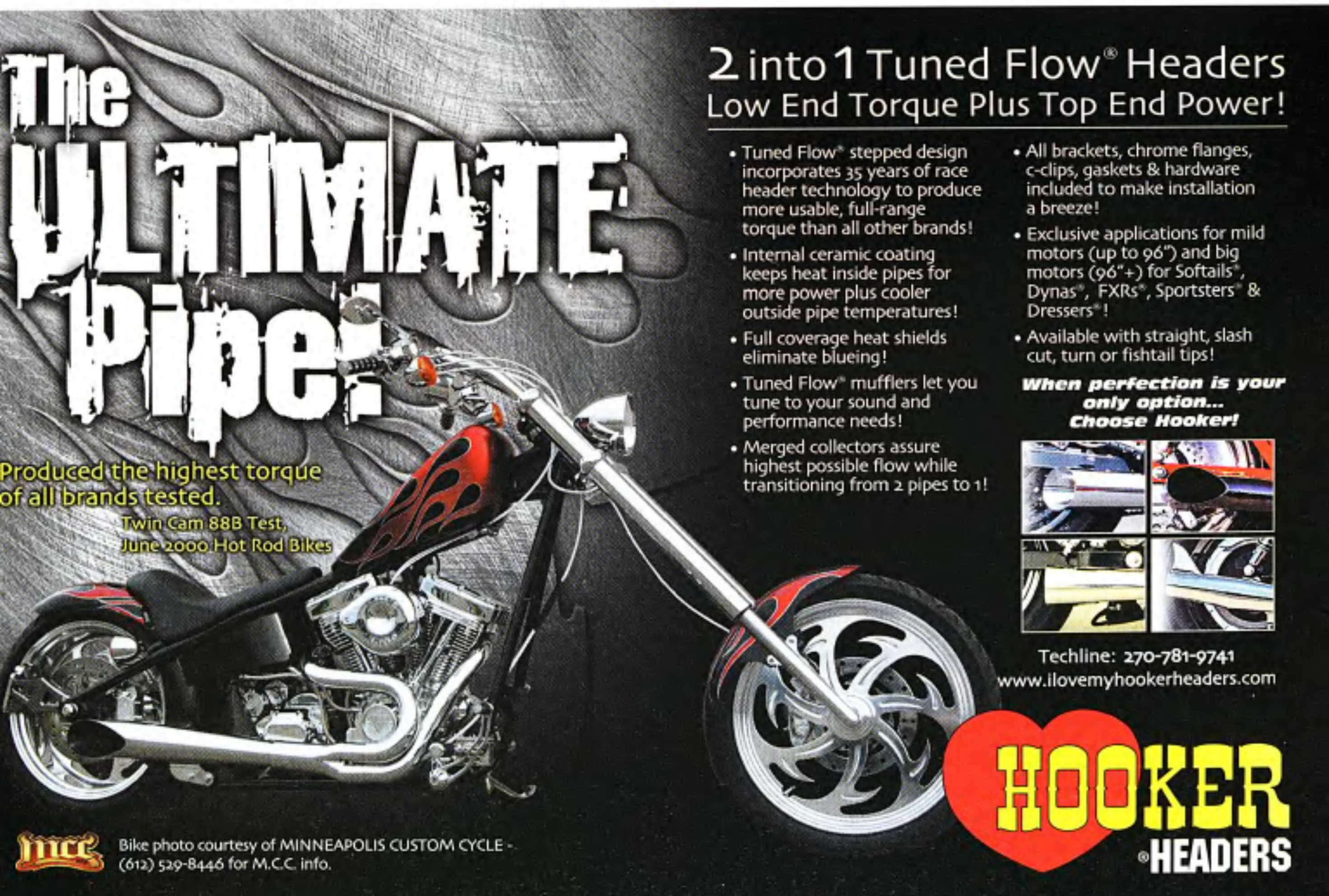


late-model-inspired parts are needed to complete the engine. The company even offers an engine equipped with motor mounts for earlier frames.

Contact S&S Cycle at 608-627-2080 or visit their Web site at www.sscycle.com.

Edelbrock's nitrous oxide kits for big twins are available from Mid-USA

It is said that nitrous oxide injection is dollar for dollar the best performance value for a 30- to 35-horsepower increase.

Instant power at the touch of a button (above 4,300 rpm) turns your meek mannered engine into a screaming monster.

Known as a "wet" system, this nitrous oxide injection kit from Edelbrock introduces both nitrous oxide and a gasoline stream into the required carburetor adapter (order separately). To prevent a damaging lean condition, Edelbrock discharges the gasoline spray a few milliseconds before discharging the nitrous oxide, providing a smoother power transition when you go "on the bottle."

All components (except the bottle) are housed under a chrome-plated cover that bolts solidly to your existing top engine mount. Six sizes of stainless steel jets are included for "tuning in" stock to highly modified engines. All bottles are polished aluminum and shipped empty, but can be filled at most high-performance cycle or automotive shops.

The nitrous oxide is activated via the horn button, but for safety reasons can only be used after the easy-access arming switch has been turned on. The horn will only work when the arming switch is turned off.

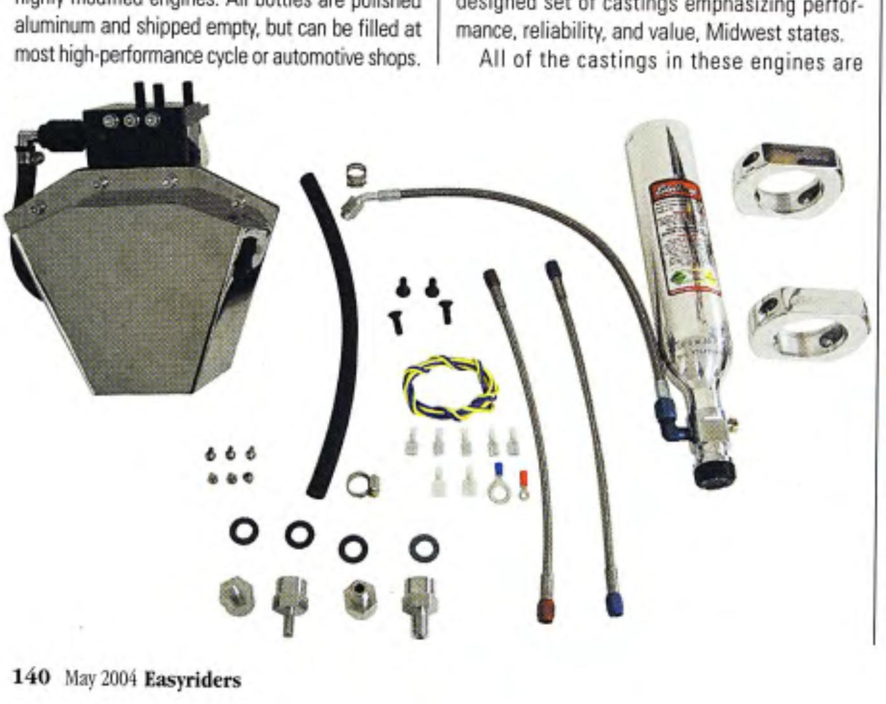
The manufacturer recommends a high-flow 5/16-inch fuel valve or a dual outlet fuel valve to ensure proper gas flow.

Installation instructions are easy to comprehend and a toll-free technical hotline is provided if needed.

Kits are available with a 12-ounce bottle that bolts to the frame's front downtube (frame clamps required, order separately), or with a 2-pound bottle that bolts directly to the left passenger footrest mount (footrest will be eliminated).

Note: Carburetor adapter must be ordered separately. Frame clamps must be ordered separately for the kit with the 12-ounce bottle.

Contact your Mid-USA dealer at 800-527-0501 or go to www.mid-usa.com.



Nuthin' conservative about El Bruto except its price

Midwest Motorcycle Supply is now marketing the new Ultima El Bruto-series engines. Manufactured in the U.S., each engine is designed to provide customers with an affordable, high-performance solution. Midwest's commitment to engineering excellence and competitive pricing brought El Bruto to life with a completely new designed set of castings emphasizing performance, reliability, and value, Midwest states.

All of the castings in these engines are poured in U.S. foundries and are based on all-new CAD designs cast from C355 aluminum, a common U.S. military alloy known for its stability over multiple heat cycles. The engine components are machined on state-of-the-art CNC equipment for dimensional accuracy and repeatability. All engines are dynamically balanced using proprietary methods to provide the smoothest running engines on the market, the company says. And now with the new high-flow cylinder heads these engines are some of the most powerful on the market.

Call Midwest Motorcycle Supply at 636-296-2200 for more information or log on to www.midwest-mc.com.

Terry Components introduces Terminal Velocity EFI management system

Terry Components' new Terminal Velocity fuel injection management system is said to offer real-time tuning for your 88- and 95-inch fuel injected Harley-Davidson motorcycle equipped with the Delphi fuel injection module. Increases in horsepower, torque and overall rideability are achieved by utilizing this state-of-the-art closed-loop product, Terry Components says. The easy-to-install unit requires no maintenance, additional mapping or dyno testing and adapts to popular aftermarket modifications up to a stage II flash, adjusting the fuel/air ratio as you ride.

Terry Components can be reached at 805-376-2700 or www.terrycomp.com.

R&R Cycles' big inch V-twin billet engines come in many sizes

If you're looking to beef up your stock powerplant R&R Cycles Inc. offers a host of V-twin billet aluminum engines in sizes 113, 127, 139, 147, and 155 inches. Using the latest in cross sectional flow theory and manufacturing technologies, R&R engines are available fully assembled. You can also order billet head kits, crankcases, cylinders and flywheel assemblies

separately. All billet components from R&R Cycles Inc. are show polished for good looks. R&R Cycles also offers a complete line of performance packages that will bolt on to your Evo or Twin Cam engine.

Call R&R Cycles Inc. at 603-645-1488 to find out more or log on to their Web site www.rrcycles.biz.

Doherty Power Pacc for Magnetti-Marelli EFI is designed to enhanced airflow to provide performance gains you can feel

Doherty Machine recently completed development of a new version of their Power Pacc air cleaner system designed for '95 to '98 Evos and '99-'01 Twin Cam machines fit with Magnetti-Marelli EFI.

Each Power Pacc conversion includes a specially designed, washable, high-volume air filter and sophisticated, snap-in, venturi. Doherty says that their new venturi creates an induction path which provides a 100% unobstructed airflow. The combination is said to produce increases in both horsepower and torque with overall gains of up to 15%.

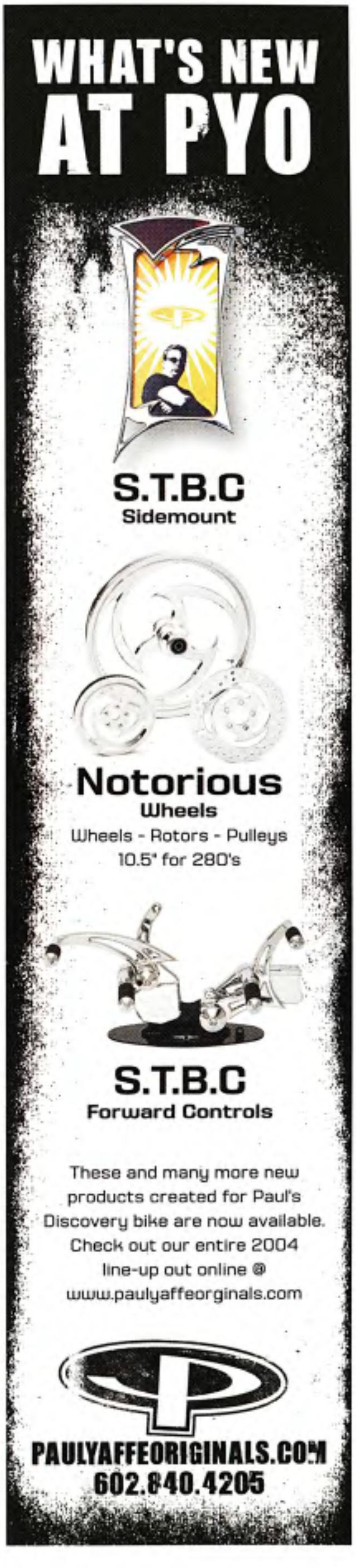
Easily installed and compatible with stock or aftermarket, round and oval air cleaner covers, the new kit features Doherty's rugged, CNC-machined 1-piece billet backing plate and stainless mounting hardware. Available direct from Doherty Machine and authorized dealers and distributors worldwide, the new EFI Power Pacc air filtration system retails for $269.95.

For complete details call Doherty Machine at 800-956-9409 or visit them on the Web at www.dohertymachine.com.

Custom Chrome expands their RevTech engine family (below)

The new RevTech 110 V-Twin engine has arrived! Over five years in development, this all-new 110-cubic-inch engine features big-bore technology to develop maximum horsepower across a wide rpm spectrum. The RevTech 110 joins the 88-inch and 100-inch engines in Custom Chrome's popular RevTech line. The RevTech 110 is said to produce in excess of 115 horsepower and 125 foot-pounds of torque at the rear wheel—double the average output of an 80-inch V-twin engine. Custom Chrome says the RevTech 110's broad power band makes for an outstanding all-around ride, both in traffic and on the open road.

Considered by many to have the ideal displacement, the RevTech 110 engine features a large 4-inch bore and a 4 3/8-inch stroke.



Custom Chrome believes this configuration keeps piston weight within reasonable limits and at 6,250 rpm the piston speed averages less than 4,550 fps. These factors have added benefits in that the motor can be balanced with standard weight flywheels and the piston skirt is long enough to maintain effective ring contact with the cylinder walls, says Custom Chrome.

For ease of installation in stock frames, the RevTech 110 engine's mounting points and rocker box height are the same as an OEM-style engine. Along with the larger displacement, the new RevTech 110 engine features a larger crankpin/rod bearing design and a unique crankcase and cylinder manufacturing method. The engine is fully assembled and includes a digital ignition system and a Mikuni HSR45 carburetor.

For further information on the RevTech 110 engine or other RevTech products, contact your Custom Chrome sales rep or log on to www.customchrome.com.

New Crane ignition for Harley-Davidson Twin Cam 88

A new ignition system is now available for all 1999-up Harley-Davidson Twin Cam 88s with carbureted engines. Crane's FireBall HI-4TC multi-spark ignition mounts in place of the stock ignition module with a simple plug-in installation, and is said to provide easier hot or cold starting, superior throttle response, plus improved all-around performance. Were told it also stops plug fouling and lean-surge.

The HI-4TC comes with 10 user-selectable advance curve "families" and the ability to be custom-programmed using Crane's PowerLink software (p/n 8-3210), a laptop computer (PC with Pentium processor and Windows 95 or later operating system) and adapter. The setup is designed to help in maximizing the power potential of all engine modifications.

Important technical features include true single-fire operation with a crankshaft position sensor used to establish accurate firing. Initial can be set from minus-5 degrees to plus-4 degrees—with rear cylinder timing able to be offset in a similar range—via an easily adjusted rotary switch. Also incorporated into the HI-4TC is an adjustable rev limiter (in 100-rpm increments from 1,500 to 9,900 rpm). The system is said to be compatible with the stock Harley security system.

For additional information visit www.cranecams.com, or call 386-258-6174 for personalized technical information.

ThunderJet EFI throttle body makes performance V-twins breathe better and make more power

You can now equip a hopped-up big-inch V-twin with electronic fuel injection thanks to Zipper's Performance Products' ThunderJet EFI throttle body and manifold. The ThunderJet system comes in 50mm and 54mm versions to address the demands for improved airflow in larger performance engines. The oversized CNC-machined castings of the ThunderJet were developed to replace the 44mm factory units used on Delphi-equipped, 2001 and later Harley-models. They are designed to accept factory electronic components, including injectors, so

assembly is a snap, Zipper's says. The matching manifolds are available for all popular engine kits from 95-inch to 124-inch. Zipper's high-flow air filter rounds out this power package, with CNC-machined billet backing plate, K&N filter, head breather fittings and your choice of several filter covers. Manifold, throttle body, air filter and cover are sold separately.

Call Zipper's Performance Products 410-579-2828 for further details or visit them at www.zippersperformance.com.

Screamin' Eagle EFI race tuner system gives laptop control of Harley-Davidson EFI engines

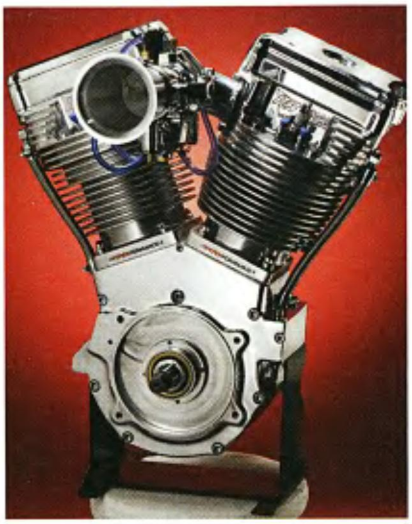
Plug in a laptop computer and maximize the performance of any fuel-injected Harley race engine with the Screamin' Eagle EFI Race Tuner, a sophisticated software package from Harley's Genuine Motor Parts and Genuine Motor Accessories.

Designed for use in racing applications, Screamin' Eagle EFI Race Tuner software is divided into two modes. Tuning Mode allows the user to tune certain variables of the EFI system for changing track conditions and performance product combinations. The Data Mode monitors up to 28 variables and records and graphically represents tuning changes with easy-to-read graphs or charts. It can produce horsepower and torque curves and speed-to-distance estimates based on recorded data from your last run down to the drag strip. The software also includes

Screamin' Eagle calibrations, which may be downloaded and tuned to maximize horsepower and torque of an EFI race engine.

The kit (32107-01) has a suggested retail price of $459.95 and includes tuning software and User's Manual on CD, an electronic interface and required cables. Dealer installation is required.

For additional information on the Screamin' Eagle EFI Race Tuner kit and other Harley-Davidson Genuine Motor Parts and Genuine Motor Accessories see your local Harley-Davidson dealer or visit the Harley-Davidson Web site at www.harley-davidson.com. To find a dealer near you, call toll free 1-800-443-2153 in the USA or Canada.



Hyperformance's monster motors deliver punishing power and torque

Hyperformance now offers their 159-inch motors for the serious street enthusiast. Each one of these monster engines features a host of billet, high-performance components, including Hyperformance's famous Big Jug cylinders for maximum strength and stability. Engines come complete with intake and one or two carbs. Hyperformance warns that custom

street frames are not recommended for their large engines. The 150-inch engine is said to produces in excess of 200 foot-pounds of torque and over 200 horsepower and may deliver more than most aftermarket frames can handle.

Contact Hyperformance 515-266-6381 or log on to www.kingofcubes.com.

Woody's Blower Technologies' new Slim Drive

Dubbed the Slim Drive, this compact supercharger was designed from the ground up specifically for Twin Cam-equipped Harleys. The unit was designed to be a true, bolt-on part that requires no machining.

The Slim Drive's, mechanically-driven, centrifugal compressor design is believed to have an efficiency rating exceeding 90% versus approximately 45% for a roots-type blower. This blower uses a self-lubricating system comprised of an integrated oil pump and a cooler—independent from the engine.

The Slim Drive was engineered to develop most of its torque increase from 3,200 to 4,600 rpm but also brings noticeable performance gains right from idle, the manufacturer says. WBT claims that bolting their Slim Drive on an otherwise untouched, stock engine can easily yield a 50% performance increase, bringing a 68 horsepower Twin Cam up to about 100 horsepower. The Slim Drive was designed to bring the engine's power curve up across the board, with no sudden peaks in delivery (as is the case with turbo systems).

Retailing at $4,995, WBT's Slim Drive fits Twin Cam 88 Harleys using Delphi fuel injection (with more applications currently being developed) and comes pre-assembled to ease installation. Allow three to four weeks for delivery. Each kit comes with detailed mounting instructions and fuel injection mapping.

For more information call Woody's Blower Technologies 719-687-6444 or log on to their Web site www.wbtinc.com.

Sputhe cooks up a recipe for powerful 100-inch engines

Sputhe Engineering celebrated 22 years of manufacturing high-performance crankcases by producing a second-generation Fatvo engine kit, they tell us.

The second-generation Fatvo crankcase is cast by a direct gating process from a special aluminum alloy with high percentages of silicon and copper. This material is then subjected to a 3-stage heat-treating, quenching and stress relieving process. They are then fully CNC - machined in house including the left case face and deck perimeters.

The second-generation Sputhe Fatvo case incorporates all of the features of the big bore Evo cases, plus the technological improvements the company developed over the past year while experimenting with their earlier Fatvo engines.

The other key component of the Fatvo kit is the piston. forged by JE Piston. These pistons

have the same, 3 7/8-inch bore, same compression height, valve reliefs and use the same ring pack as the 95-inch Screamin-Eagle piston, Sputhe says. The difference is that the Fatvo piston assembly weighs the same as an Evo piston assembly and has a 0.792-inch diameter pin bore so that it can be installed on a stock Evo flywheel and rod assembly. Consequently a Fatvo engine can be built using all off-the-shelf Harley components, so parts availability is unlikely to ever be a problem.

Even though the Fatvo is 20 cubic inches larger than an Evo engine. Sputhe tells us there's no increase in bearing loads or vibration. Sputhe also claims their engines are smoother than a TC-88 engine.

Dyno testing has confirmed that the Fatvo is a very harmonious combination, Sputhe says, adding that the engines consistently outperform 120-cubic-inch and larger engines.

Go to www.sputhe.com for more information or call 530-268-0887.

Morris introduces a new generation of magnetos

"By using a CNC billet housing, we created a smoother unit, while keeping with the same classic magneto lines and look. Rare earth magnet rotors that are encased in a stainless steel shell are stronger and lighter, enabling us to

keep component dimensions the same," a company spokesman says.

Morris claims the new generation of magnetos for V-twins yields up to a 1-inch spark when starting, without harmful overdraw during running.

Retail priced from $600 to $1,500, there are some 10 models to choose from. Retro-upgrades are also available for older magnetos. Both semi and fully automatic versions fit virtually all Harley-style engines, kick or electric start, stock and large displacement.

Morris says they have been producing magnetos and accessories to fit V-twins for over 25 years, including units that powered the Easyriders land speed record-breaking streamliner motorcycle.

Call Morris Magnetos at 800-237-8624 (sales), 973-540-9171 (service); or log to www.morrismagneto.com for more information.

JIMS Twin Cam stroker kit keeps getting better (below)

Since the release of the JIMS Twin Cam stroker kits back in 2001, JIMS has refined its stroker product line with the addition of new and improved cylinder and piston designs. JIMS says their new cylinders now have the look and feel of a stock cylinder, but feature noticeable enhancements such as a larger fin pack with improved liner-to-casting adhesion, offering better cooling and greater cylindrical integrity.

JIMS Twin Cam stroker pistons also feature a healthier skirt design, and advanced sealing technology. In addition they are now hand-matched to each cylinder. Together, JIMS improved cylinders and pistons were developed to complement the robust JIMS flywheel assembly for an unbeatable performance upgrade, the company says.

Take a look at JIMS Web site, www.jimsusa.com for additional information on this and other JIMS products, or call JIMS at 805-482-6913.

TOO MUCH HORSEPOWER

For The 2003 And 2004 Models, There Is Such A Thing

By Tom Johnson

Sportster and big twin bottom ends are pretty simple. The connecting rods ride on a crankpin that joins two flywheels. The flywheel assembly is supported in the crankcases by the sprocket shaft on the left and the pinion shaft on the right, both of which spin in bearings. But you knew all that, right?

You probably also know that the sprocket shaft and its bearing see more stress than the pinion-side parts, and that Harley-Davidson took a giant step forward in 1955 when it replaced the big twin's flimsy sprocket shaft and roller bearings with a beefier shaft and tapered Timken bearings. Harley has improved sprocket shafts a few times since, but always left the Timkens alone.

Nowhere has the old saying about not messing with success applied more. Endplay is crucial for the Timkens but, set up correctly, they pretty much last forever and tolerate amazing amounts of horsepower and torque.

News flash: They became obsolete in the 2003 model year when Harley replaced them with the same straight roller bearing used on the Twin Cam pinion shaft. As a footnote, H-D also eliminated the steel insert that housed the Timkens and their races in the drive-side crankcase.

Why? Both changes will save Harley money, and lots of it. The roller bearing requires virtually no set-up, so it should reduce assembly time and labor costs dramatically. It's a good guess that it gives Harley's purchasing agents more leverage too, since it doubles the number of bearings bought from the supplier, INA Bearing. (If that name rings a bell, it's probably because H-D replaced the Evo's Torrington cam bearing with an INA product several years ago.)

Neither the sprocket shaft bearing nor crankcase change seems to cause a problem in stock or mildly modified engines. However, industry sources have reported failures of the new bearings in large-displacement, high-horsepower applications. Exact figures have yet to be determined, but the problem engines developed 120 horsepower or more, with similar torque figures.

The new bearing should hold up fine for most of us, but 120 horsepower is strictly entry-level in some circles. The good news is that the crew at Zipper's Performance in Elkridge, Maryland, (410-579-2424; www.zippersperformance.com) has come up with a fix. They can modify 2003 and 2004 Twin Cam crankcases to accept Timken bearings. Zipper's machines the left-side crankcase for a steel insert, presses the insert in, and then line-bores the two crankcase halves to ensure that the flywheel assembly runs true.

S&S offers another solution—crankcases of its own manufacture. A company representative revealed that both S&S's crankcases for Twin Cams and Twin Cam-style performance engines accept Timken sprocket-shaft bearings only. They will not be updated for the INA.

At this point, aftermarket stroker kits all use Timken bearings on the sprocket shaft, so installing one in a modified '03 or '04 crankcase is routine and by the book. Late Harley-Davidson and Screamin' Eagle bottom ends are almost as straightforward because the '03 and '04 main shafts are the same as the old ones. The only difference between the Timken and roller-bearing versions is that the late sprocket shafts have a pressed-on sleeve that can easily be removed.

Harley-Davidson has no obligation to make parts strong enough for twice the power its engines produce in production trim, but one obvious question remains: What about the Screamin' Eagle 103s and 103 stroker kits? Are they too powerful for the INA bearing?

Time will tell. ■

Timken bearings with their press-in races and endplay spacer. Set-up time is considerable, but so is stress tolerance. Spacer thickness is critical. A narrower spacer reduces endplay, a wider one increases it.

And here's a used INA that failed on the dyno in a 130-hp engine. The shrapnel came from the lip along the edge of the race, which retains the rollers and inner race. In this case, nothing else inside the engine was damaged.

Photos: Tom Johnson

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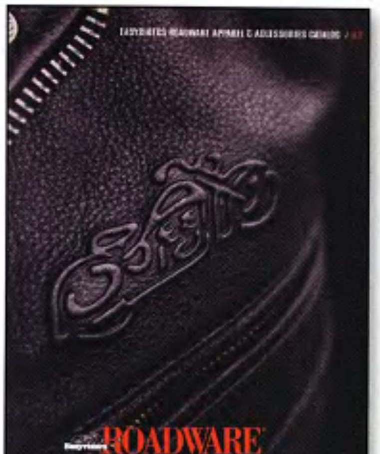

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ReadersRides

Brian Golden
Newfields, New Hampshire
1999 Recon Spec. Const.

And now, for something completely different:
Like a doomed exile,
in the basement of his house,
Brian Golden spends,
according to his chagrined spouse,
"All of his free time working on his goddam bikes."
But Brian, we surmise, is happy, doing what he truly likes.

A contractor by trade,
and self-employed at that,
He built this two-wheeled marvel in the basement of his stead.
On Chris, his wife, his love and labor, though, seem lost,
As she dares to ponder all her sacrifice and cost.

Alas, her misery is furthermore exacerbated
By what's missing where her rear should be prostrated.
So Chris, not really sure just what to make of it,
Says, "This bike sucks, as I can't ride on back of it."

But with its ninety-three-inch stroker big bore motor,
Replete with dual plugs in early H-D heads
And rocker boxes made of
"polished 'luminum," to quote her,
Atop a carb from S&S (an E)
with ThunderJets,

A Morris dual mag ignition,
PM valves of stainless steel,
And with its kicker-only
STD-4 Andrews tranny
Dressed to the hilt with Avon tires on its Hallcraft wheels
This motorbike's no place, you see,
for any woman's fanny.

Photo: owner

Behold the wide beach bars that guide this shockless wonder
Its early H-D front end, chromed so glaringly and bright
At rear, the custom disc brakes,
assembled by its owner,
This bike is truly a virility enhancing sight.

Even the paint, a manly shade of black, tends to reflect
The man whose hands created
what we can here inspect
An airbrushed skull exulting
on a set of Fat Bob tanks,
The very skull tattooed upon his chest to show his rank.

Though jealous she might be of the mistress Brian treasures,
Chris comes to terms with what gives him such pleasures.
She shrugs her shoulders,
seemingly swayed by sudden whim
And sighs, "I am content to ride on the '52 pan with him." —*Tripper*

ReadersRides

Sam Quan
Clovis, California
1995 Custom Fat Boy

In case you didn't know, one look at Sam Quan's bike should tell you: yes, Sam's of Chinese descent. Living in what he calls a "suburb of Fresno" (who knew Fresno was that big?), where he owns a wholesale meat supply company, Sam has a total of four Harleys. But this one must be his favorite. Why? Because he spent a lot of sausages and tenderloins on it—which is meat-supplier-speak for cash.

The fact is, as Sam tells us, that this bike embodies the Street Stalker kit, which was available for a short while during the late-'90s for Fat Boys and other Softails, and the paint job represents "a Chinese dragon celebrating the Chinese New Year, you might say."

A party on wheels, so to speak. "The dragon is chasing the balloons, you might say, and getting them to pop like fire crackers," Sam explains the goings-on on his two-wheeled mural. "Those green balls are the balloons, and he's going after them and getting them to explode, you might say."

It took Eddie Lopez of El Monte in the L.A. area nine months to do the paint job, the second such theme for Sam, who says that the previous one, on his FXR, "was ruined, you might say, when I dropped the bike by accident. So this time, we really went way out, you might say." Yes, you might indeed.

But back to this party dragon. Sam bought the bike used from a friend, when it was still stock, you might say (damn, now he's got me doing it, too). "I took it all apart, you might say, and put the Stalker kit on it, and the wire wheels, I changed the tires and chromed everything I could possibly chrome," he explains, as if chrome were a good thing.

It's also got polished and powdercoated jugs, head, and frame, as well as the white leather seat from Danny Gray. There's also the H-D Cruiser signal mirrors, which, Sam proudly points out, "when you apply the break or the signal lights, it has an arrow pointer, like a new car, you might say."

You don't say! —*Tripper*

Photos: owner

Matt Porter
St. Joseph, Missouri
1953 Panhead

When Matt Porter bought this bike, which he calls his pride and joy, a few years back, the owner, he says, "was hard up for money." While this in itself sounds like Matt ran into a bit of good fortune—made from the misfortune of another, unfortunately—it wasn't all that it was cracked up to be. "The bike was neglected, with rusty parts and not much love," he says. "It actually had only one front break caliper, because he had sold the other one for cash while on the road somewhere."

Good thing he didn't sell the motor at the time. But Matt goes on complaining. "All of the bolts and screws were mismatched, and it didn't start very easily. In fact, there were days when I would kick it over—or it kicked me—about 50 times before it would start."

And his point is?

But once he had the bike in his garage, with a few turns of the wrench, a new coil, generator, and lots of time, Matt got the bike to where it now starts up "on the second kick nearly every time." Note he said "nearly."

Add to that some stretching and raking of the frame, the addition of a new wide glide front end, a new 21-inch front wheel, a chrome front fender, and some apes, and you've got yourself "an old-school cruisin' machine," as Matt puts it. "I also added a BDL 2-inch primary belt drive and an S&S Super E to smooth out the ride. And how 'bout them pipes?" he asks, not waiting for anyone to really answer it. Rhetorical, they call it. "The Paughco upsweeps with fishtails, along with the flame job, which my dad painted, give this bike a loot which I like to call a cross between Captain America and Billy."

Apparently, keeping it in the family is some sort of leitmotiv for Matt, who adds that since he's bought the panhead, "my '99 custom Softail now sits in the garage, getting no attention. But I do keep it clean, and my wife now calls it hers."

Of course she calls it hers; all women do that. But does she actually ride it?

—*Tripper*

Photo: owner

ReadersRides

Rod Gillis
Newbury, Vermont
1998 Heritage Softail

If nothing else, Rod Gillis is a very patient man. Not that he's nothing else, though. That's just a saying. Anyway, Rod was number 62 when he started back in '98, and he had three goals in mind, all of which have come to fruition with this feature. What am I talking about?

"I actually ordered the bike in '96," Rod clarifies the situation. "I was put on a waiting list, and I was number 62. I lived in Baltimore at the time, and when they finally called me to pick up the bike two years later, I already lived in Vermont, so I had to go down there to pick it up."

Okay, that takes care of a couple of numbers, but no goal yet. No need to worry, though. Rod, a schoolteacher by trade, is well versed in explaining numbers and other, complicated procedures to numbskulls like us (yes, I'm including myself). "Number one, I wanted to make the bike look like one from the '50s without changing the configuration of the engine," he explains. "Number two, I wanted to win a little local bike show, and number three, I wanted to be in *Easyriders*."

He achieved number one by having the bike's coloring changed from its original laser red to a '59 scheme, adding a 2-into-1 exhaust system, and attaching little things like the trumpet horn and the auxiliary oil filter. "I also re-upholstered the seat so the top would be cream colored, got some whitewall tires, and I redid the passenger pegs, the floorboards, and the grips in white rubber. That was a lot of fun, but it's very hard to keep clean," he says.

As a final touch, Rod got rid of the original saddlebags and, after a lengthy search, found a guy in Pennsylvania, B&B Reproductions, who made the old-school white bubble bags. The brackets, which he found on eBay, are from a Duo Glide.

Apparently, he succeeded beyond the numbers, because people, he says, "keep asking me how I managed to keep such an old bike so clean all those years."

For a teacher with a school full of eager students, that should be no problem.

—Tripper

Photos: owner

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THE ENGINEERS HAVE BEEN BUSY

2004 Sportsters

With all the 100th Anniversary hoopla finally dying down, the Harley-Davidson Motor Company gathered an array of the motorcycle press together this past summer for a little jaunt on their latest incarnation of the all-too-maligned Sportster. Now around here, when the name Sportster is uttered, most of the staff makes a face that resembles someone who's just sucked on a lemon. But to me, a day out test riding on the back roads of Central California meant one thing, fun—even if the subject bike was Harley's smaller sibling.

Personally, I've always had a soft spot in my heart for the li'l twin from Milwaukee, being as how I love hotdoggin' on winding roads, testing the limits of the bike I'm riding as well as my own. But for a while now, to most folks the Sportster has been relegated to the roll of "chick's bike" or worse "beginner bike," and neither title does the venerable Sporty any justice. Partly because the seat height's always been a bit tall for the inseam challenged, and anyone that thinks a 500-plus pound, 1200cc (or 883cc) machine is for beginners should have his head examined.

HARLEY DAVIDSON

But the single most serious downfall of the bike was that for those who dig hitting the freeway for some serious mileage, or even just doin' a day's cruisin', the Sportster built quite a rep for shakin' the living daylights outta the rider. And to today's new breed of rider, the bike's taken a backseat to its big-twin kin. Well, folks, it looks like those days may be over.

The first thing we feasted our journalistic eyes on was the new chassis cradling a cutaway version of the new motor sitting on a table in the meeting room. "New?" you say. Yep. Basically, the entire bike has been re-engineered from the ground up, starting with a new frame that features a massive 2 1/8-inch backbone that increased overall rigidity by 26%. The biggest innovation, though, is the new rubber-mounting system. That's right kids, all the new Sportsters are now rubber-mounted for a virtually vibe-free ride. Three stabilizer links connect the engine to the frame, meaning the motor can move radially to reduce the vibes you feel, while at the same time limiting lateral movement during hard cornering. For our merry band of test pilots, that meant cruising at 80 all day was no problem. The bike is incredibly smooth, even at triple digit speeds, (or so we're told, 'cause we'd never exceed the posted limit) and even in its stock trim the redesigned 1200 moves along pretty well. They've even stuffed a 150 tire into the new swingarm, for more attitude and traction.

Harley's chief powertrain engineer for the project, Brad McIlwee, gave us the skinny on the new mill. Aside from the altered cases that provide for the new mounting system, the engine features new heads and cylinders with more fin area to help cooling, while inside you'll find the same small oiling jets at the base of the cylinders that the TC 88 sports. These babies reduce piston temps for longer life and cooler running. The heads, by the way, were pirated from a Buell XB, which means they flow.

Harley-Davidson

1200

Photos: Ken Ross/Brian Nelson (riding shots)

There are also new lighter, stronger, connecting rods on the new crank allowing for higher rpms. Timing is handled via a crank position sensor for exact ignition timing, just like its big brothers. When asked if the new motor could handle serious performance upgrades, Brad just smiled and said, "Oh yeah."

As far as esthetics go, there's basically two forms of the new Sportster—the Roadster and the Custom—both of which are available as an 883 or 1200. We spent our time in the saddle on the two 1200 models, since the lust for power is just too great.

The Roadster features mid controls and the 1200 has some very bitchin' retro-looking graphics that really do justice to the bike's heritage. The Roadster, with it's mid-controls, is ideally suited to serious asphalt carving, and the route Harley mapped out gave us every chance to find the bike's cornering limits, which was no easy task. You can throw this bike into hairpin, off-camber turns with nary a thought about dragging any shiny components, and the increased frame rigidity becomes very apparent when you're leaned hard into a corner at over 100 and hit a few ripples. The bike simply goes where it's pointed and road aberrations barely make it flinch, at any speed.

The Custom offers lower seating, a 21-inch front wheel, and a brand new 4.4-gallon fuel tank, replete with a snazzy trim strip. The custom also comes with forward controls, and while these changes alter the attitude a bit, it still takes a bit of work to drag the pegs.

So it seems not all of Harley's staff was busy with the centennial party prep and the results of their efforts are at your local dealer. I'd be willing to bet that if you get a chance to throw a leg over one of these new bikes, you might find yourself thinking twice before maligning the Sporty—especially when one blows your Softail into the weeds. *—Boxcar*

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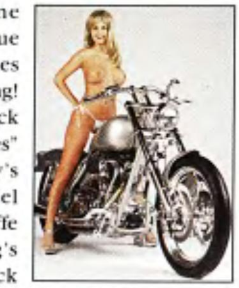

Jubilacious June *Easyriders* issue (No. 372) welcomes summer with a bang! You'll find Redneck Engineering "Curves" bike, Indian Larry's Discovery Channel chopper, a Paul Yaffe FXR, Hank Young's amazing H-D Track Racer, a Cyril Huze wonder called Exotika, and we'll test ride a new Big Dog Chopper!

If that doesn't get your heart a-pumpin', we'll take you to Daytona Bike Week and to the Easyriders Invitational Bike Show, where you'll see the best custom bikes in the universe!

All this PLUS, on the newsstands, we'll bring you 32 action-packed pages of Bike Week shenanigans in our "Daytona Scrapbook." See hundreds of mind-melting photos by our ace flick-snapper, Michael Lichter. All this and more! *On sale April 27, 2004*

The mighty May issue of *V-Twin* (No. 37) offers up the amazing Sacramento Bike Show and also Ride The Coast for a good cause. You'll meet master builder Tim Edmonson, go Behind The Scenes at Sumax, and check out RevTech's new 110 motor. We'll also find out what's new at MID-USA, visit the El Camino Antique Bike Show, bring you an Aftermarket Guide to Performance Parts to add a few ponies to your ride. If that's not enough we'll teach you all you need to know about Fuel Injection in a Hot Trends report on how to hop up your EFI. All this, plus nine gnarly custom bikes, from today's top builders. On newsstands, you'll also get our 32-page Summer Roadware catalog with everything you need to look cool for the long haul. It's all coming at you in the marvelous May issue of *V-Twin*. *On sale March 16*

The May *Biker* (No. 219), rips with *two* bikes 'n' chicks on the cover; a 1929 Model D flathead and a long 106-inch shovelhead. Also, a rad knuckle bobber and all our usual crazy shit! *On sale March 30*

In June 2004's *Wind* (No. 117), we go to H-D's 100th via our readers; see sexy biker tits and Barely Bathing Suits. Woody Hammer nails it with his Nemesis and Victoria, who gets busted. The Easyriders Rodeo and *Ghostrider* poster are in the outsert. *On sale March 2*

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A. Waterproof Heavyweight Jacket

The elements won't get past this jacket's nylon poly construction. It also features extra padding where you need it and its reflective trim is added for your safety. This jacket will take you from winter to summer and back. Available in two colors.

5029 Black & Charcoal
5030 Black & Orange
Sizes MD, LG, XL $84.95
XX $86.95 • XXX $88.95

B. The Water Resist Jacket

This is a bit lighter weight (thanks to Nylon/Poly construction) but still tough on wind and water. It's a great spring and summer jacket along with reflective trim for safety.

5031 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

C.

C. Basic Biker Jacket

This jacket has top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus lace-up side adjustments, extra long sleeves that zip at the bottom and kidney support.

4181 Sizes MD, LG, XL, XX, XXX $249.00

D.

D. Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside two inside and a tailored back make this a perfect jacket.

4186 Sizes MD, LG, XL, XX, XXX $199.00

E.

I.

F.

G.

H.

K.1

K.2

3
4
5
6

J.

E. Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with classic embroidered trim and an adjustable self-fabric velcro strap in back. Available in three colors (shown L to R, top to bottom). $19.95

300401	Red/Orange/Gold
300400	Black/Orange/Gold
300402	Red/Red/Black

More Embroidered Hats

F. White Logo Embroidered
300409 $19.95

G. Tribal Skull six panel
300412 $19.95

H. White Skull w/Celtic Flame
300411 $19.95

I. Four Pocket Vest

This supple vest is fully lined with three zippered pockets, plus it has a change pouch to give you plenty of storage space. The adjustable lace-up sides allow a comfortable fit and the built-in kidney panel makes it a great riding vest.
5170 Sizes MD, LG, XL, XX, XXX $99.00

J. Cruiser Vest

Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX $119.00

K. Vest Extenders

When you need just a little more room in that vest or you just want to keep it from blowing wide open, we have the answer. These handsome looking bone and leather extenders come in a variety of designs with snaps that attach to your vest. Actual size 4 1/2".

1. 310150	Natural	$14.95
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3. 310152	Metal Eagle	$12.50
4. 310153	Skull	$12.50
5. 310154	Engine	$12.50
6. 310155	Line Bike	$12.50

L. Leather Chaps With Jean Pockets

These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets. Don't ride without them.
6126 Sizes SM, MD, LG, XL, XX, XXX
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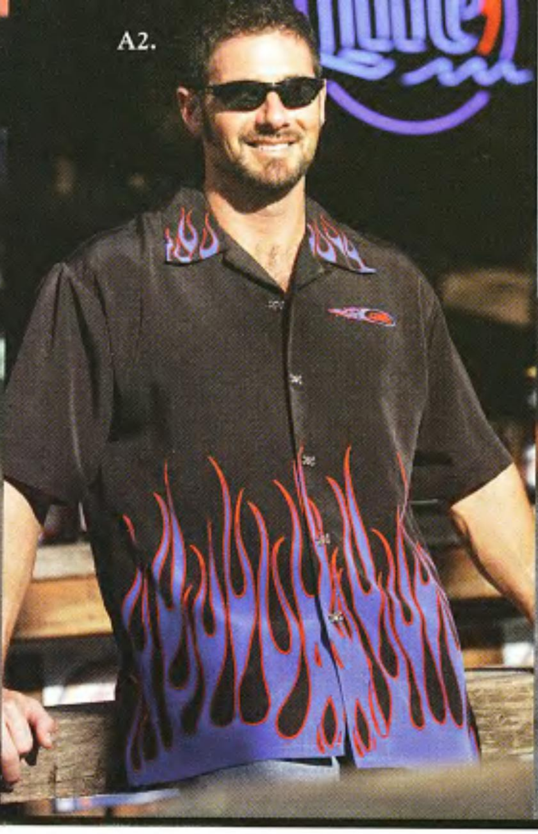
L.

A1

A2.



A4

A3.

B.

ENLARGED DETAIL

BUTTON DETAIL FOR THESE TWO SHIRTS

A. Easyriders Flame Dress Shirts

Take dressing up to a whole new level with these outrageous flame shirts. They are made of a polyester material that feels like silk and they're available in three styles:

A1. 7522 Eagle & Skulls (sorry, no XXX)
A2. 7501 Blue & Red Flames w/skull buttons
A3. 7502 Yellow and Gray Flames w/flame buttons
A4. 7500 Chest Flames w/flame buttons
Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

B. Bowling Shirt

This modern design is set on top of a comfortable poly rayon shirt that feels great on your skin. You'll love the timeless style.
7300 Sizes SM, MD, LG, XL $49.95
XX $52.95

C. Powerslave

Fill out your wardrobe with another unique shirt. This time the bright colors and great art will bring it to the front of the closet. Just like the rest of the line this shirt is made of polyester with the feel of silk.
7525 Sizes MD, LG, XL $54.00
XX $56.95 • XXX $58.95

D. Web Skull

This subtle web design will trap the ladies. You know what they say about "A well dressed man". Made of polyester with detailed buttons.
7527 Sizes MD, LG, XL $54.00
XX $56.95

E. Chopper Chick

Keep her close to your heart and she won't spend any money. Well, seriously this shirt is an eye catcher and features metal detail buttons.
7526 Sizes MD, LG, XL $54.00
XX $56.95

F. Gearhead

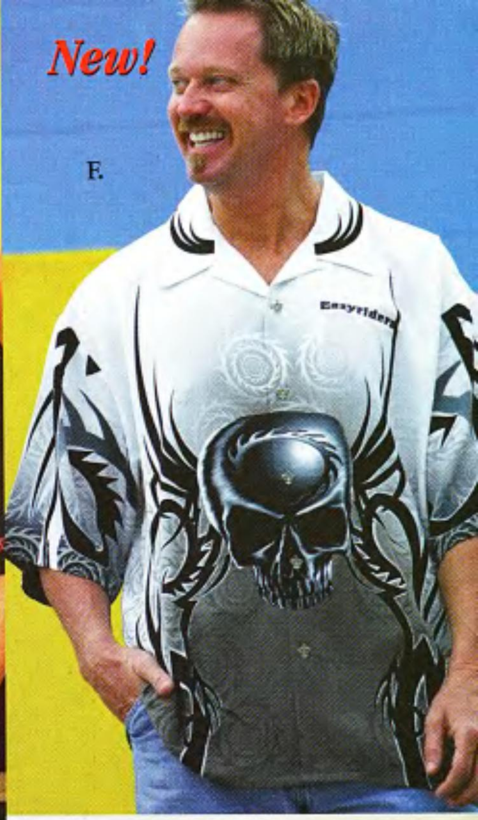
This shirt goes with everything because of it's black, gray and white design. It's Polyester fabric is just what the summer ordered.
7524 Sizes MD, LG, XL $54.00
XX $56.95 • XXX $58.95

G. Barbed Wire

Nothing gets past this shirt. From the fully embroidered barbed wire trim, no fuss polyester material, exclusive motorcycle buttons and embroidered emblem pocket, this shirt is as comfortable as it is unusual.
7505 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

H. American Dream Dress Shirt

This shirt is right out of and old black and white movie. It features a nostalgic scene blended with a flag design all printed into a polyester shirt that feels like silk. Wow!
7520 Sizes MD, LG, XL $54.95
XX $56.95



G.

I. Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX
$79.95

H.

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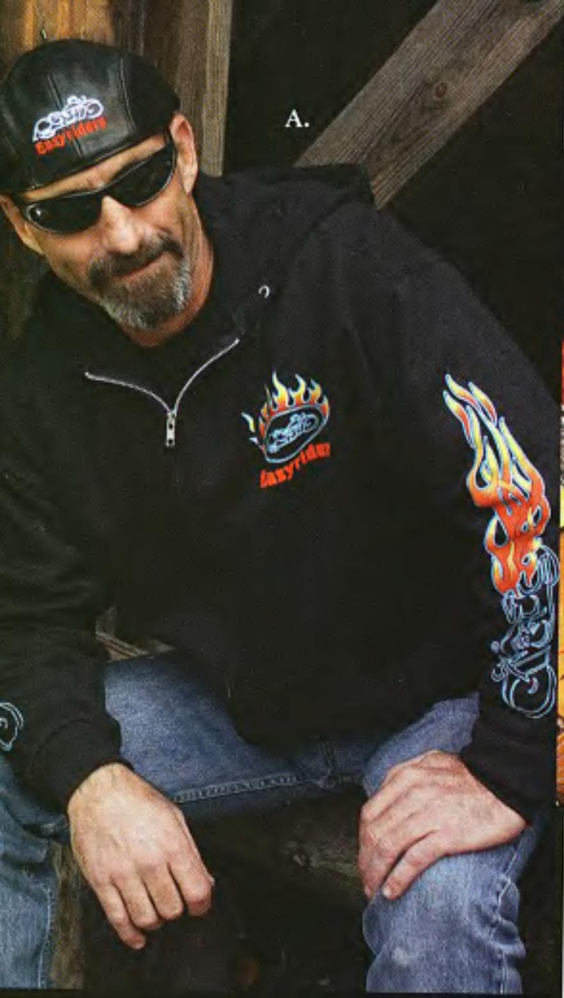
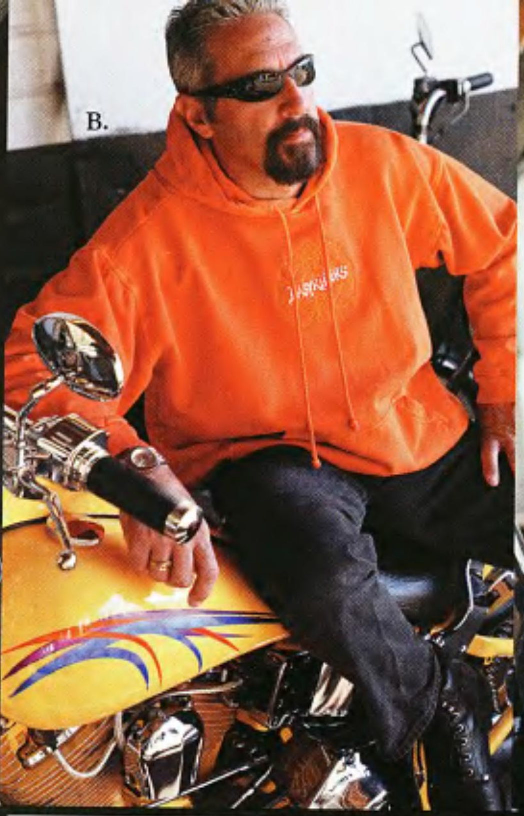
I.





A. Zippered Hooded Sweatshirt

This sweatshirt is flaming hot but if you happen to get a chill flip up the hood, zip up the front and off you go. Available in two colors. Black shown here and Heather Gray

5026 Black • 5060 Heather Gray

Sizes MD, LG, XL $38.95
XX $40.95

B. Wise Guyz Pullover Sweatshirt

A real heavyweight sweatshirt with a tone on tone iron cross embroidery. They are garment dyed for that well worn look and available in two great colors. Rust shown.

3727 Rust • 3728 Charcoal

Sizes MD, LG, XL $39.95 • XX $41.95

C. Black Denim Shirt

Now if black is your color, this denim cotton shirt is the one for you. It features two front flap pockets and metal buttons.

3774 Sizes MD, LG, XL $41.95
XX $43.95 • XXX $45.95

D High Visibility Sweatshirt

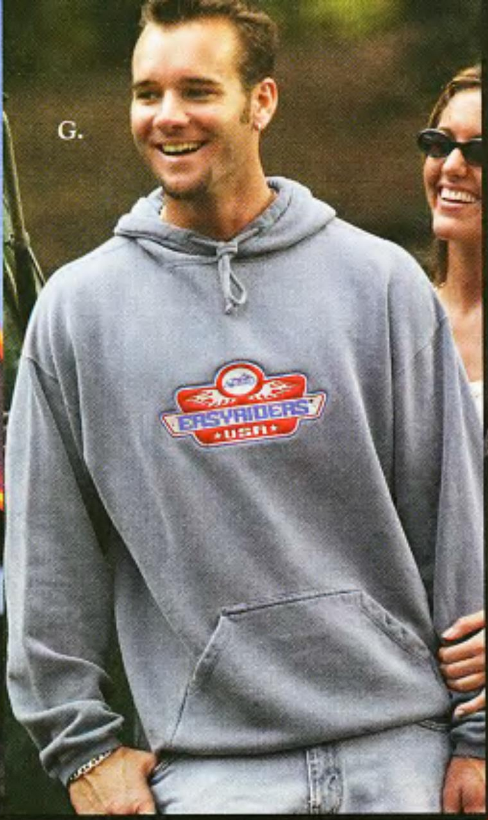
This heavyweight sweatshirt features an easy to see reflective trim for night riding. Heather Grey with reflective trim.

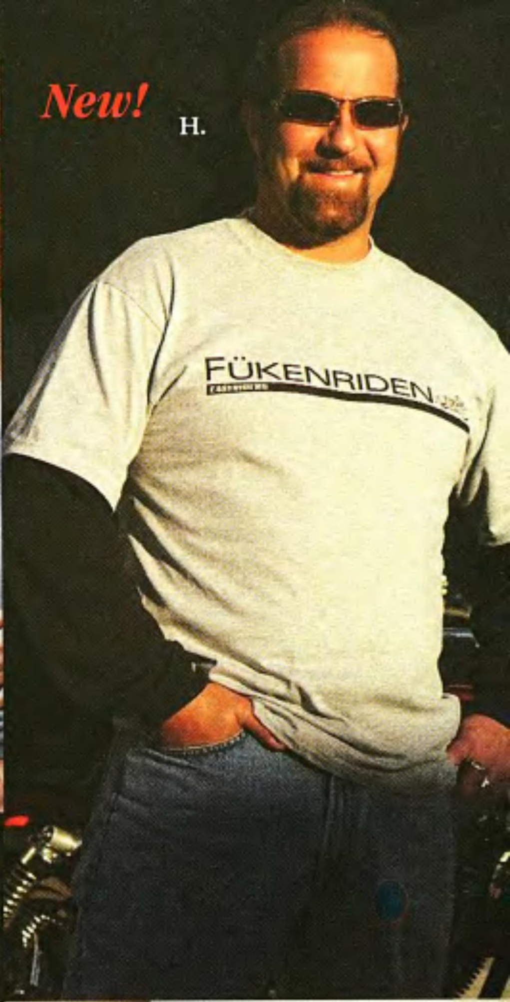
5017 Sizes MD, LG, XL $39.95
XX $41.95

E. Embossed Denim Jacket

There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed Easyriders logo adds style to an already timeless jacket. Made in the U.S.A.

9107 Sizes MD, LG, XL, XX $85.95





F. Black Eagle Eyes Sweatshirt

This one speaks for itself. To sum it up it's one heavy duty sweatshirt with rich tone.

5020 Sizes MD, LG, XL $34.95
XX $36.95
XXX $38.95

G. Hooded Denim Sweatshirt

Destined to become a classic, this comfy sweatshirt is the color of your favorite pair of faded bluejeans. Details include rib trim cuffs, and waist, muff pocket and drawstring hood. Check out the red, white & blue embroidered patch with tons of detail.

3759 Sizes MD, LG, XL $39.95
XX $41.95

H. Double Sleeve Tee

Keep that spring and summer from baking your arms. This is the perfect fix. It looks like you layered up but you will feel cool as a cucumber in this medium weight t-shirt.
Heather Gray with Black Sleeves

5034 Sizes MD, LG, XL $29.95
XX $31.95

I. Bike Flame Hooded Zip Sweatshirt

This sweatshirt is made of 100% cotton with knit cuffs, zip front, a tie to tighten the hood and screen printed bike flame design to enhance the sleeves.

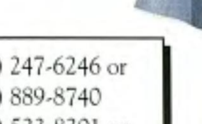
3716 Sizes MD $39.95

J. Light Blue Denim Shirts

This cotton denim shirt comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, retro look logo above the pocket.

		Sizes MD, LG, XL	XX
3740	Short Sleeve Lt. Blue	$39.95	$41.95
3739	Long Sleeve Lt. Blue	$41.95	$43.95

J.



LOGO

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Fax: (800) 523-8301 or
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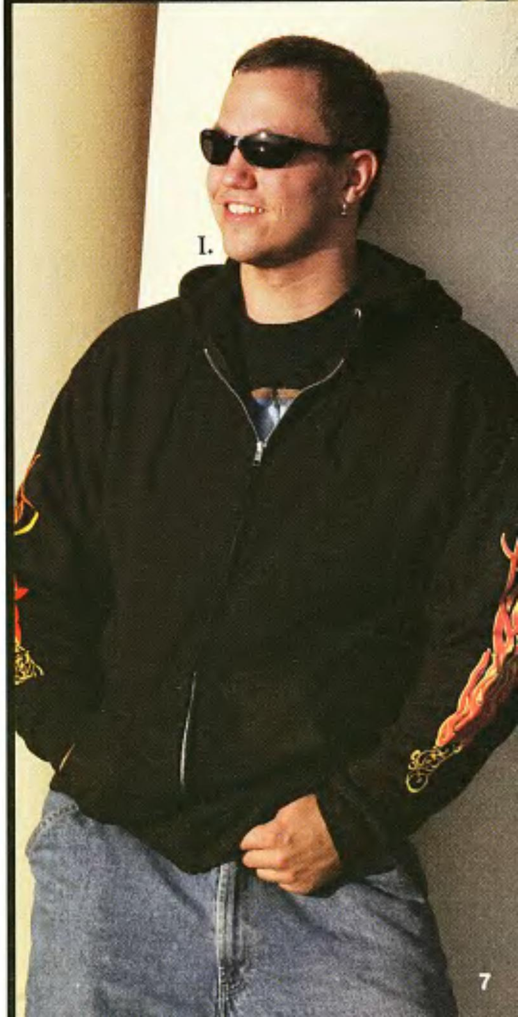
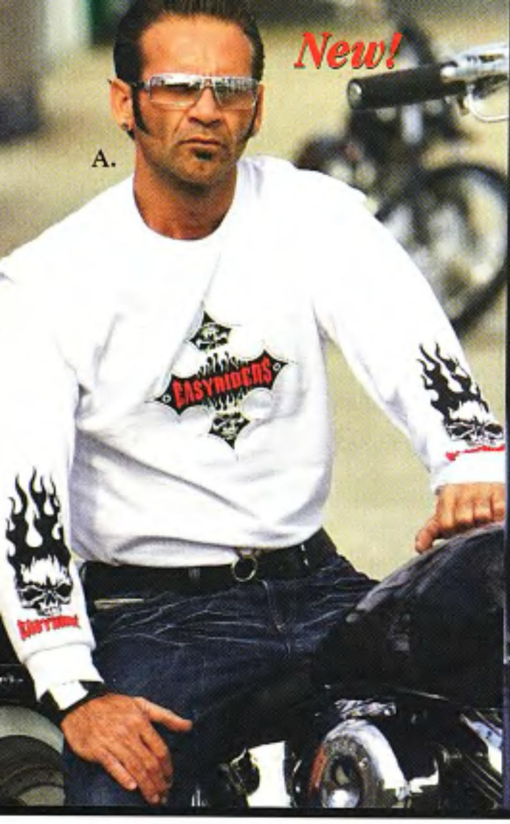
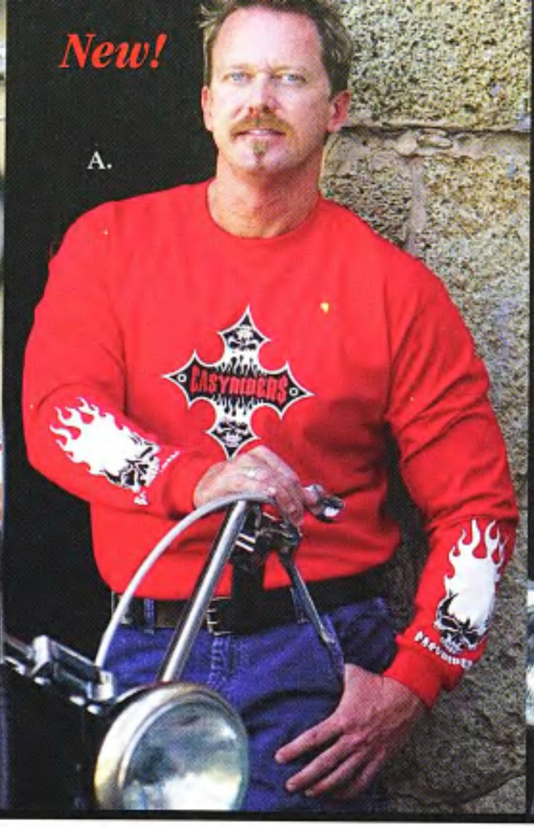
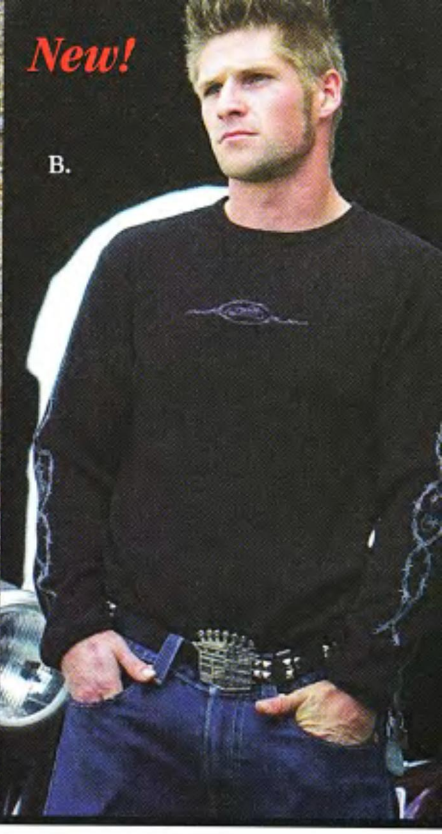








Long Sleeve T-Shirts

These shirts are made of 100% preshrunk cotton and are available in your choice of designs. Some even feature a design on the front as well as both sleeves.
Unless otherwise shown,
pricing for all shirts is as follows:
MD, LG, XL $29.95 • XX $31.95 • XXX $33.95

A. Flame Cross
8112 White • 8179 Red
Sizes MD thru XXL

B. Thermal Crew
5044 Black • 5028 Heather Gray
Sizes MD - XL $31.95 • XXL $33.95

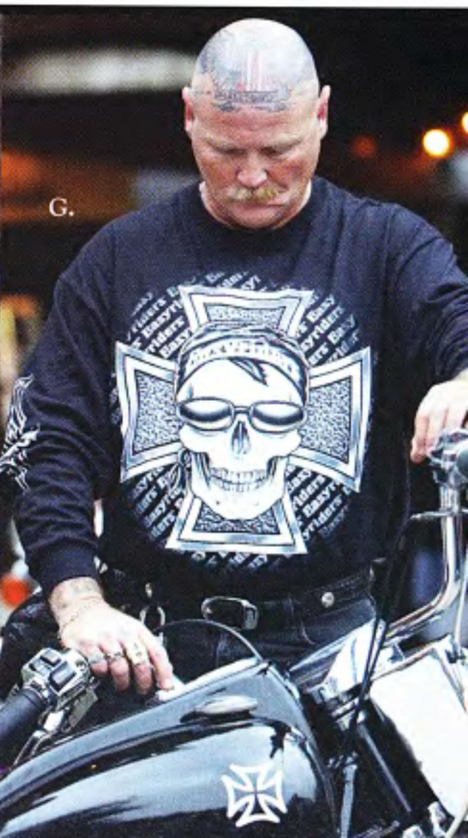
C. Chrome Skull
8245 Sizes MD thru XXX

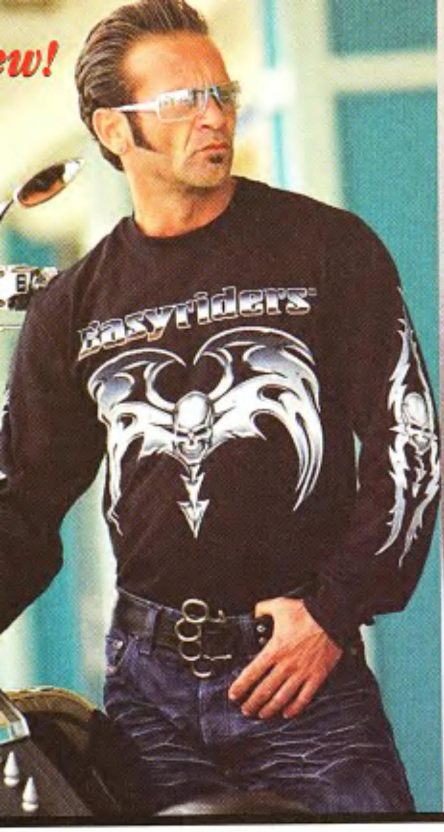
D. Green Skull
8139 Sizes MD thru XXX

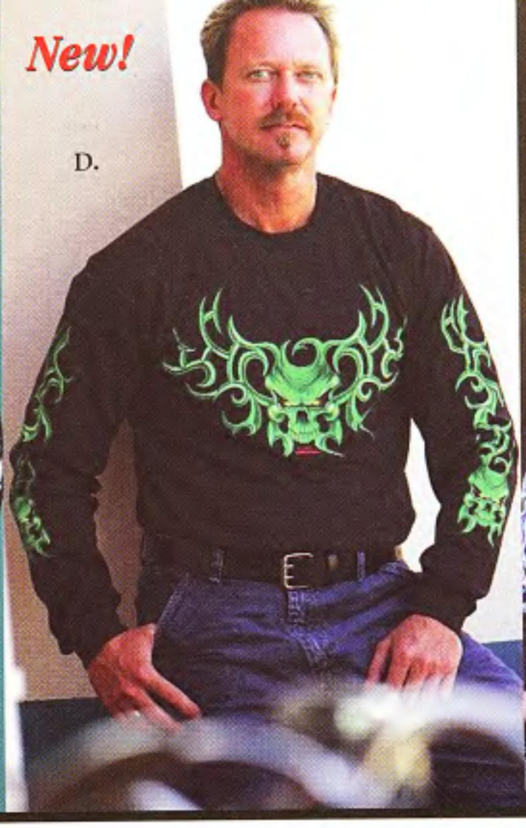
E. Molten Skull
8131 Sizes MD thru XXX

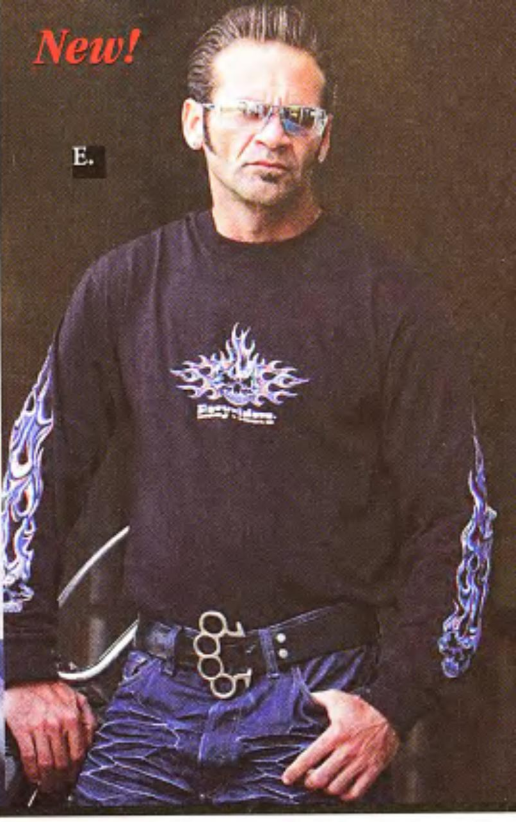
F. G.I. Lady
8202 Sizes MD thru XX

G. Iron Cross
8478 Sizes MD thru XXX









H. Maltese Cross Pocket Tee (Long Sleeve)

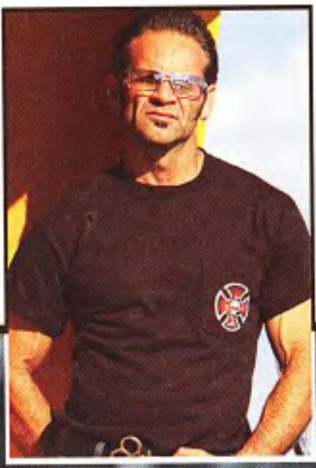
This shirt has something going on everywhere. A small design on the convenient front pocket is enlarged to make a statement on the back, while the unique sleeve print adds just that little extra something.

8123 Sizes MD thru XXX

H. Maltese Cross Pocket Tee (Short Sleeve)

Shirt has the same pocket print and back print.

8144 Sizes MD - XL $21.95 • XXL $23.95 • XXX $25.95



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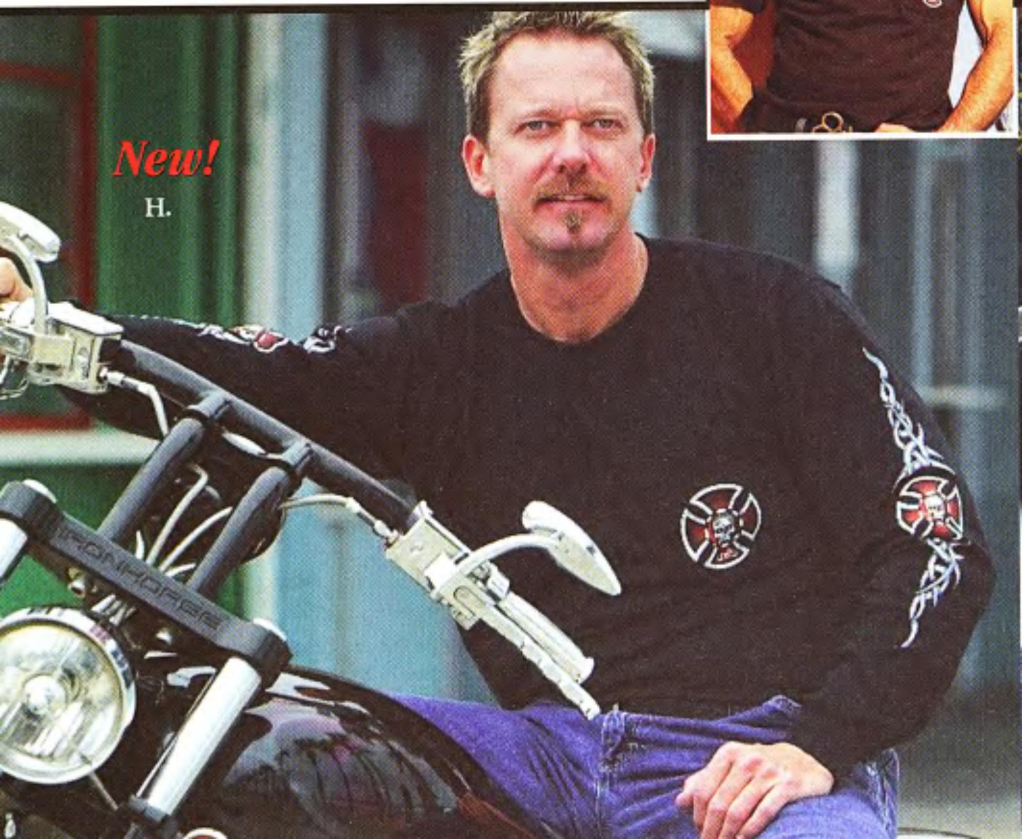
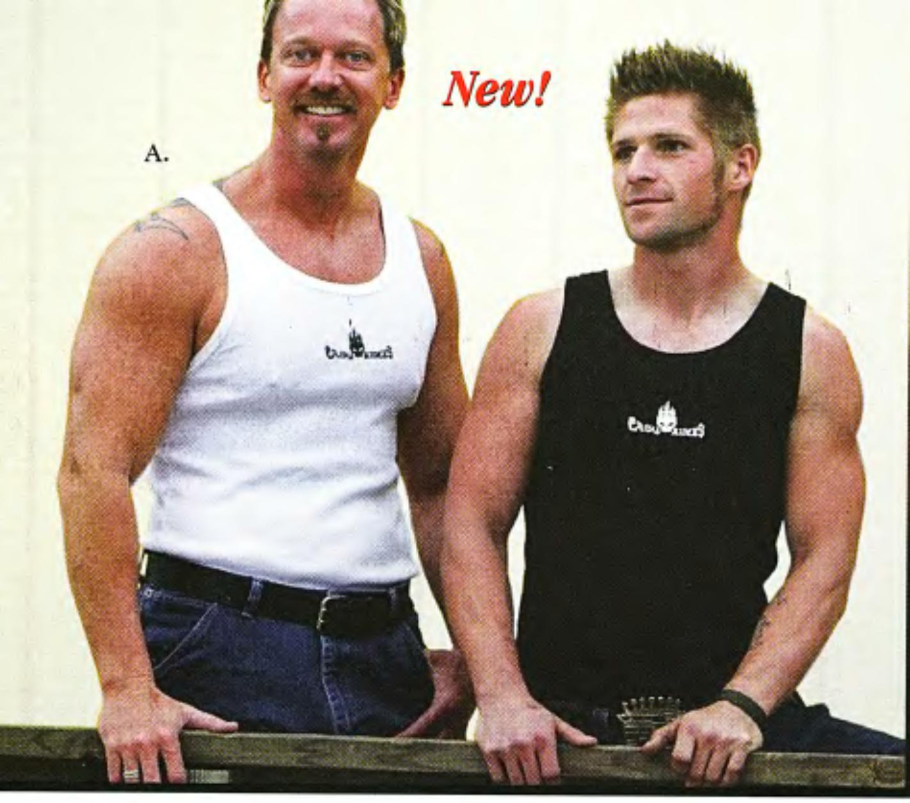
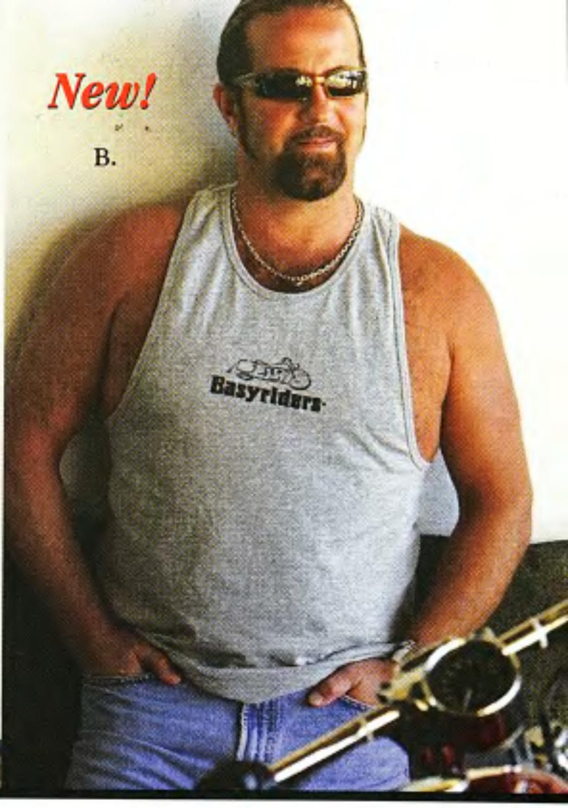






Mens Tank Tops & Sleeveless Tees

It doesn't matter if you are showing off the arms your worked on at the gym all winter or the need for summer sun on your body, here's the best collection of tanks and sleeveless tees to help you stay cool.

A. MEN'S BEATER COTTON RIBBED TANK
5036 Black • 5037 White
Sizes MD thru XL $19.95

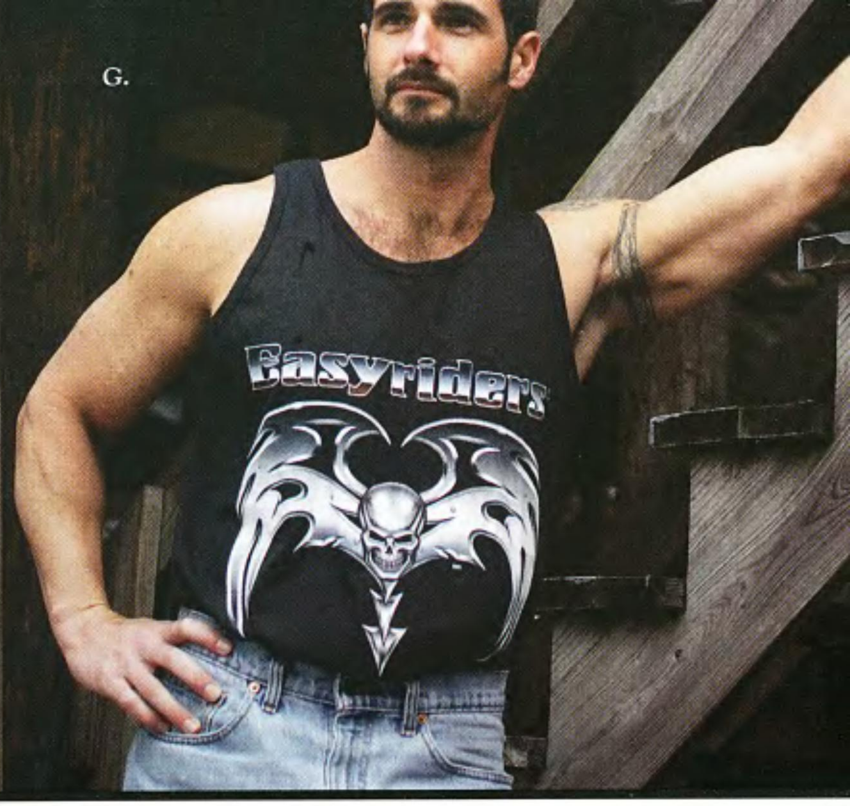
B. Racer Back Cotton Tee
5041 Heather Gray
Sizes MD thru XL $19.95

C. Mens Logo Tank
8406 Sizes MD thru XL $17.95 • XX $19.95

D. Winged Cross Tank
8729 Red • 8730 Black
Sizes MD thru XL $17.95 • XX $19.95

E. Line Bike Tank
8728 Black
Sizes MD thru XL $17.95 • XX $19.95

F. Flaming Skull Tank
8726 Black
Sizes MD thru XL $17.95 • XX $19.95



G. Chrome Skull Tank
8731 Black
Sizes MD thru XL $17.95 • XX $19.95

H. The Contract Stitch Sleeveless Tee
5040 Heather Gray
Sizes MD thru XL $19.95

I. Circle Skull Sleeveless Tee
8341 Black
Sizes MD thru XL $17.95 • XX $19.95

J. Established 1970 Sleeveless Tee
8916 Ash.
Sizes MD thru XL $17.95 • XX $19.95

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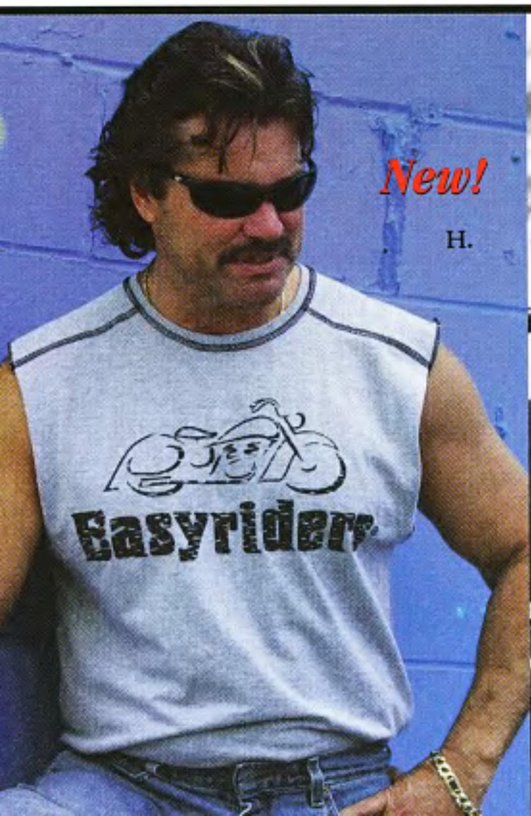
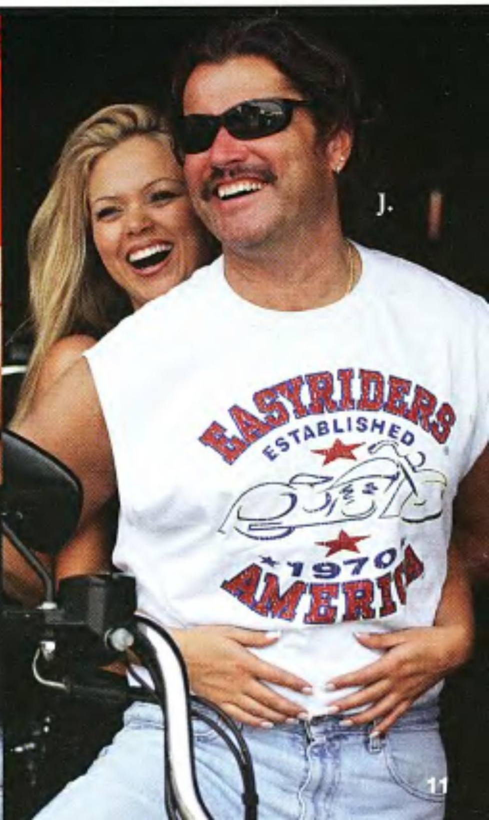


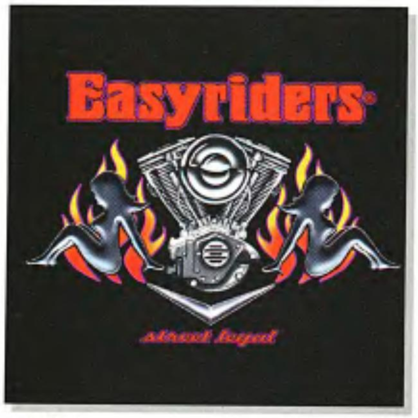


SCREAMIN SKULL *New!*
5057 Sizes MD, LG, XL, XX, XXX

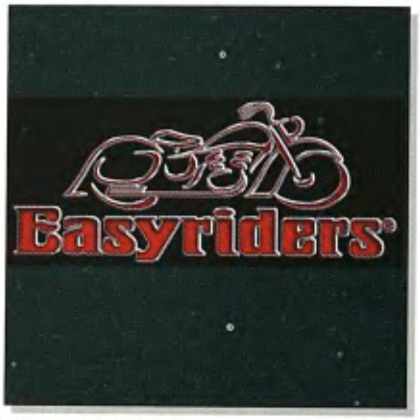
For over 20 years ***Easyriders*** *T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.*

Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $18.95 ea.
XX are $21.95 ea. • XXX (when available) are $24.95 ea.

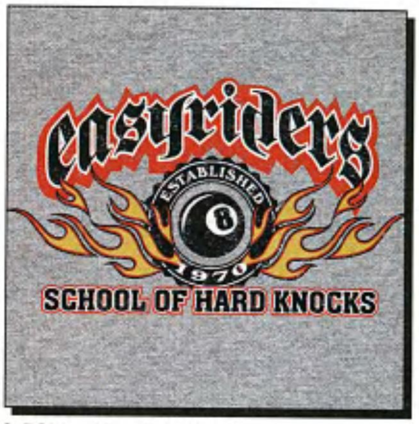
Also available at - www.easyriders.com



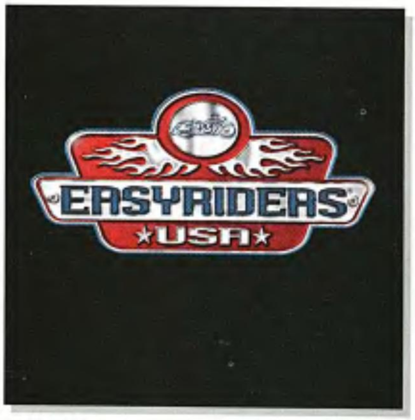
RETRO
8154 Sizes MD, LG, XL, XX, XXX



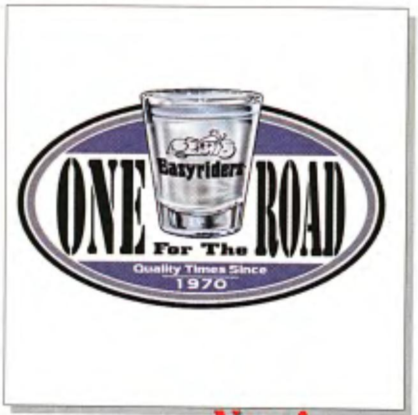
CHROME LINE BIKE
8918 Sizes MD, LG, XL, XX, XXX



8 BALL (On Ash Shirt)
8280 Sizes MD, LG, XL, XX, XXX

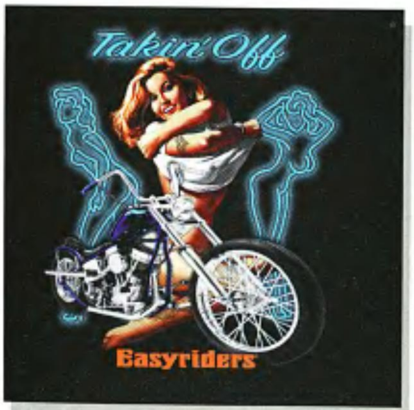


EMBLEM
8914 Sizes MD, LG, XL, XX, XXX



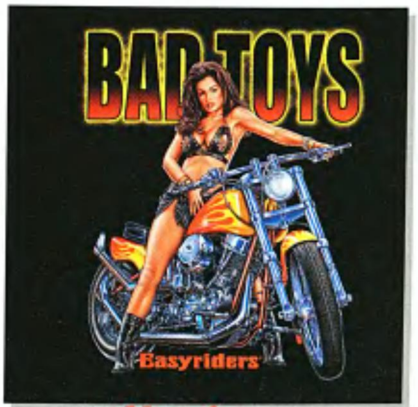
ONE FOR THE ROAD *New!*
5059 Sizes MD, LG, XL, XX, XXX

EASYRIDERS FLAG
8921 Sizes MD, LG, XL, XX, XXX



TAKIN' OFF
8913 Sizes MD, LG, XL, XX, XXX

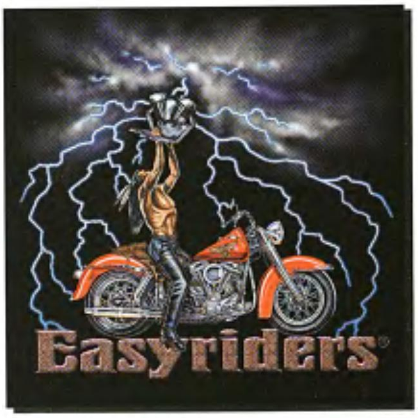
G.I. LADY (On Khaki Shirt)
8224 Sizes MD, LG, XL, XX, XXX



BAD TOYS *New!*
5058 Sizes MD, LG, XL, XX, XXX

HOGGIN' ASS (Patriot Blue)
5056 Sizes MD, LG, XL, XX, XXX *New!*

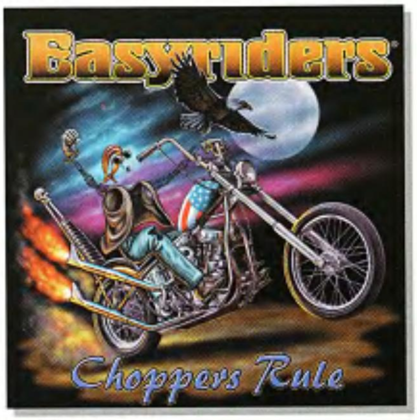
IRON CROSS
8948 Sizes MD, LG, XL, XX, XXX



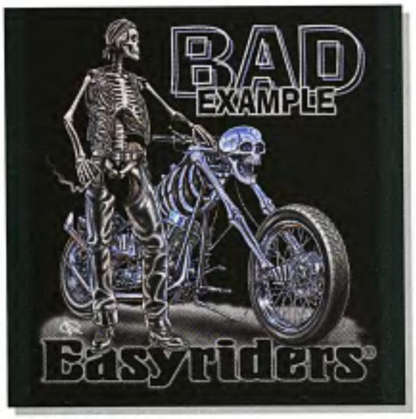
LIGHTNING INDIAN
8950 Sizes MD, LG, XL, XX, XXX

DAVID MANN - SUNSET STRIP
8860 Sizes MD, LG, XL, XX, XXX

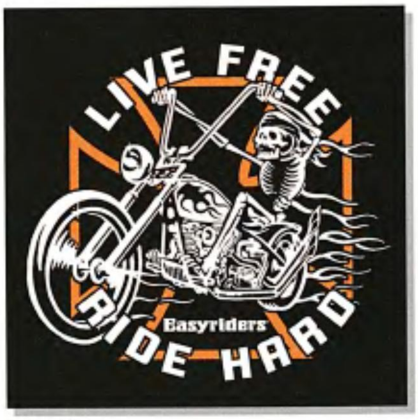
OLD SCHOOL *New!*
5055 Sizes MD, LG, XL, XX, XXX



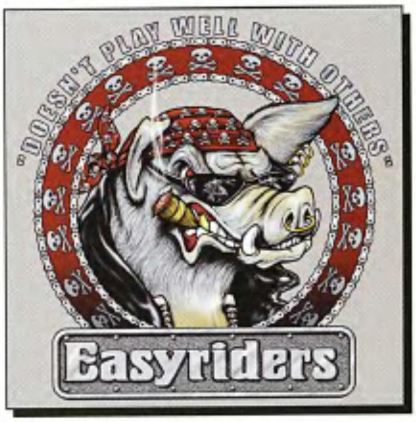
CHOPPERS RULE
8232 Sizes MD, LG, XL, XX, XXX



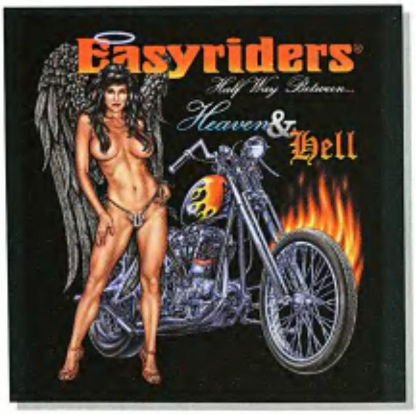
BAD EXAMPLE
8945 Sizes MD, LG, XL, XX, XXX



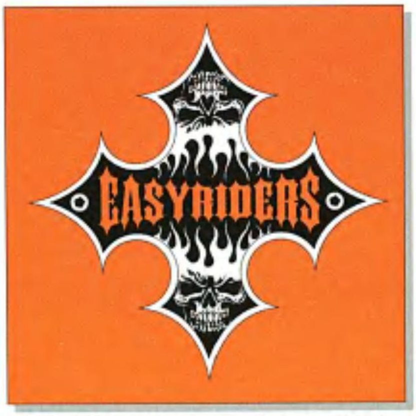
LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX



DOESN'T PLAY WELL
8122 Sizes MD, LG, XL, XX, XXX



HEAVEN AND HELL
8943 Sizes MD, LG, XL, XX, XXX



FLAME CROSS SKULL (On Orange Shirt)
8183 Sizes MD, LG, XL, XX, XXX *New!*

VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

UNLESS OTHERWISE NOTED,
PRICING IS AS FOLLOWS:

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XX are $21.95 ea.
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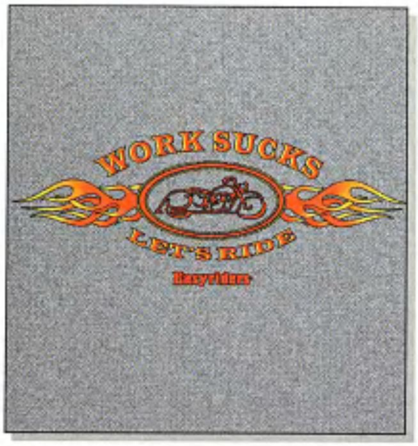
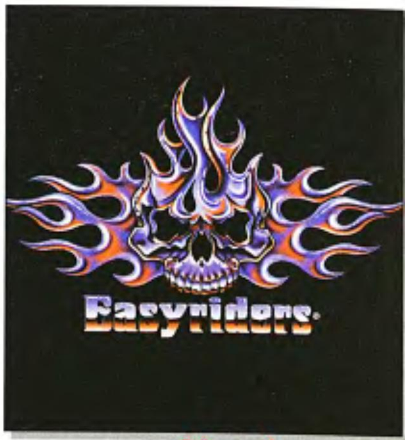


WORK SUCKS
8947 Sizes MD, LG, XL, XX, XXX

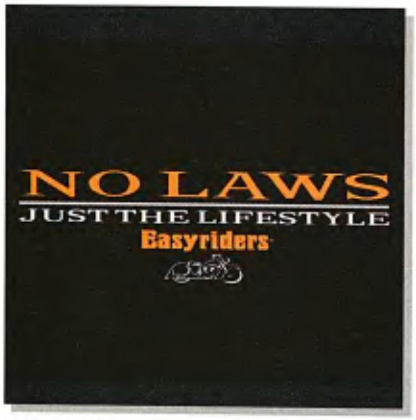


MOLTEN SKULL *New!*
5066 Sizes MD, LG, XL, XX, XXX

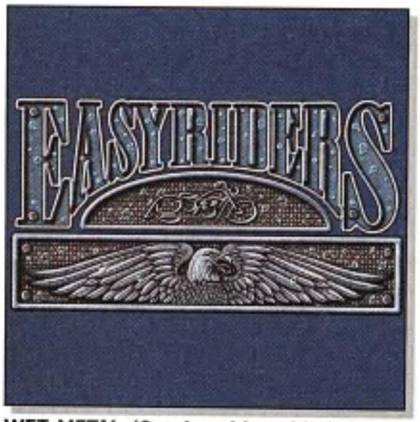
FLAMING SKULL
8949 Sizes MD, LG, XL, XX, XXX

SUPER EAGLE *New!*
5061 Sizes MD, LG, XL, XX, XXX

HARD CORE
8944 Sizes MD, LG, XL, XX, XXX



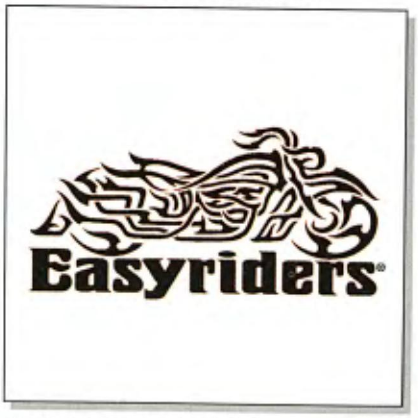
NO LAWS
8519 Sizes MD, LG, XL, XX, XXX



WET METAL (On slate blue shirt)
8514 Sizes MD, LG, XL, XX, XXX

WOLF EYES
8576 Sizes MD, LG, XL, XX, XXX

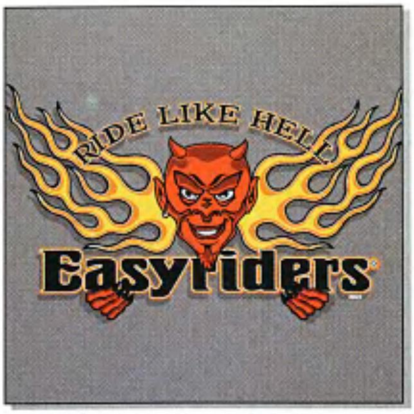
FLAME SHIELD *New!*
5062 Sizes MD, LG, XL, XX, XXX



GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX

EASYRIDERS WIZARD
8149 Sizes MD, LG, XL, XX, XXX

WINGED CROSS
8946 Sizes MD, LG, XL, XX, XXX



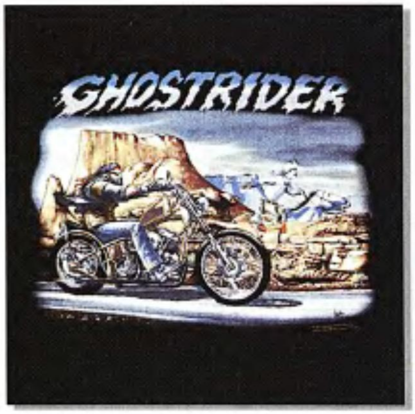
RIDE LIKE HELL (On gray shirt)
8923 Sizes MD, LG, XL, XX, XXX

GREEN SKULL *New!*
5064 Sizes MD, LG, XL, XX, XXX

BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX

FLAME CROSS SKULL (On White Shirt)
8155 Sizes MD, LG, XL, XX, XXX

SKULL DRAGON
8281 Sizes MD, LG, XL, XX, XXX



DAVID MANN - GHOSTRIDER
8580 Sizes MD, LG, XL, XX, XXX

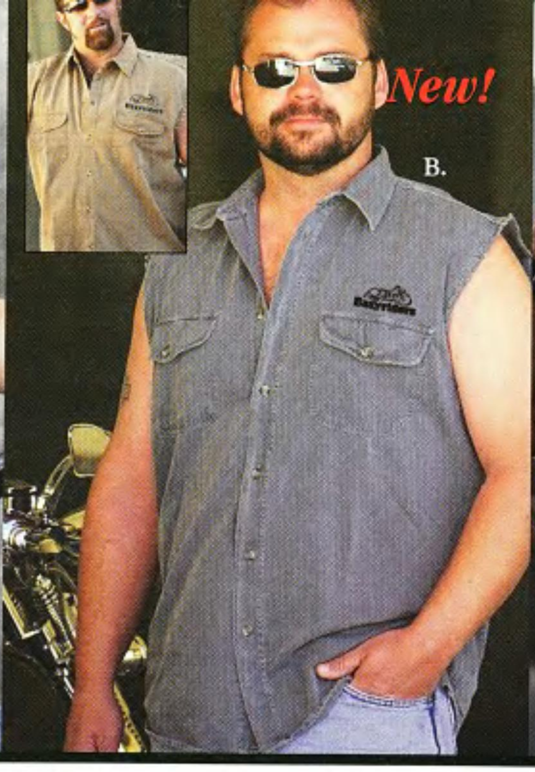
BROWN WOLF
8182 Sizes MD, LG, XL, XX, XXX

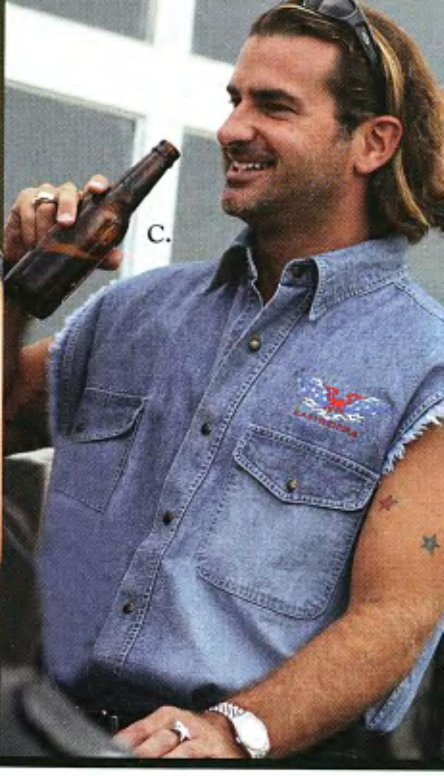
BLUE FLAME GIRL
8268 Sizes MD, LG, XL, XX, XXX

MILITARY RIVER (Teal) *New!*
5063 Sizes MD, LG, XL, XX, XXX

TWIN EAGLES
8941 Sizes MD, LG, XL, XX, XXX

PHOENIX *New!*
5065 Sizes MD, LG, XL, XX, XXX





A-B SLEEVELESS DENIM SHIRTS

Show something off or layer up until the sun comes out. These shirts have a worn (but not abused) look. Their timeless style will make it a good investment to your wardrobe.

Sizes MD, LG, XL	$34.95
XX	$36.95
XXX	$38.95

A. Sleeveless Denim Shirt With Tribal Skull Embroidery

Available in two colors.
9146 Black (not shown) • 9148 Washed Blue

B. Sleeveless Denim Shirt With Easyriders Bike Embroidery

Available in two colors.
5042 Dark Mocha • 5043 Charcoal

Sizes MD, LG, XL	$34.95
XX	$36.95
XXX	$38.95

C. Liberty Sleeveless Denim Shirt

This stone washed crossgrained denim shirt features two front pockets and heavy duty snaps for a new look to an old favorite.

9149 Sizes MD, LG, XL	$35.95
XX	$37.95
XXX	$39.95

D-E Work Shirts

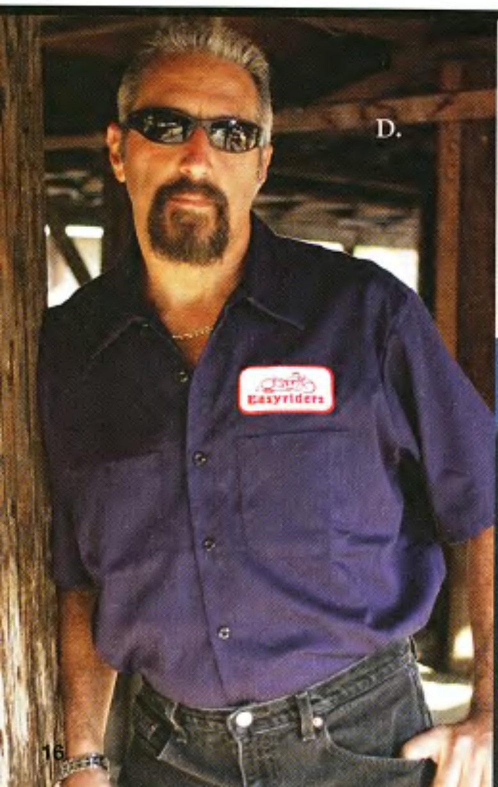
The Mens durable work shirt is made of 10 wrinkle resistant twill and features two fron pockets. Available in two colors.
5011 Dark blue with Easyriders emblem.
5048 Graphite Gray with Bike Logo.

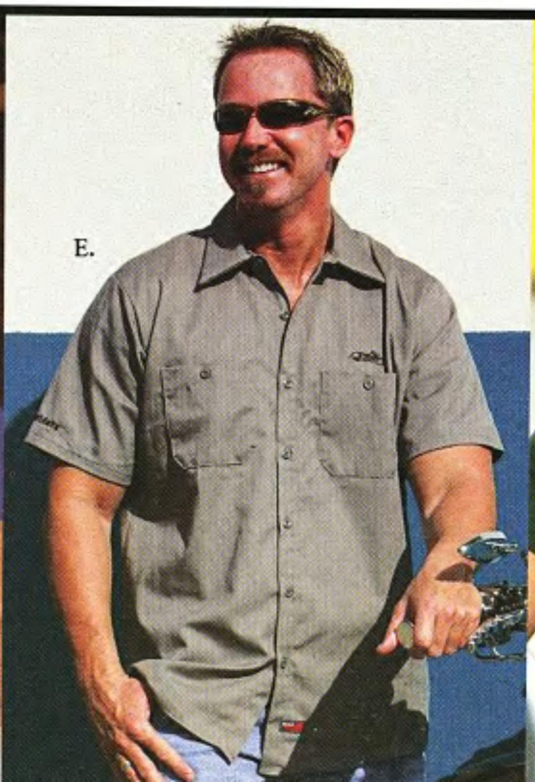
Sizes MD, LG, XL	$37.95
XX	$39.95
XXX	$41.95

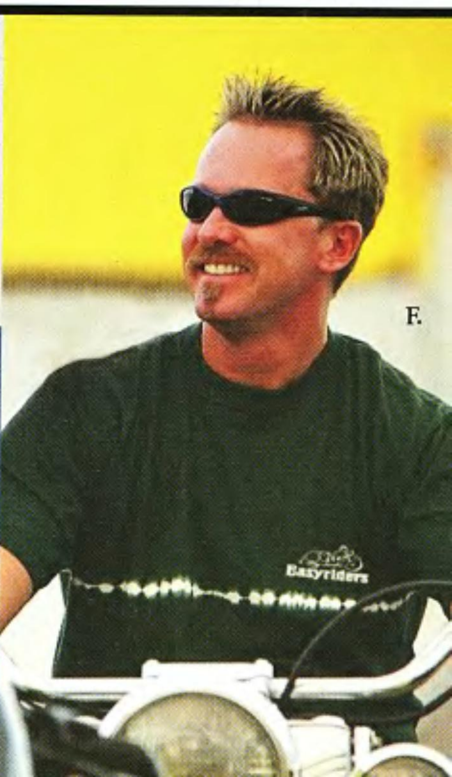
F. The White Line Dyed Tee

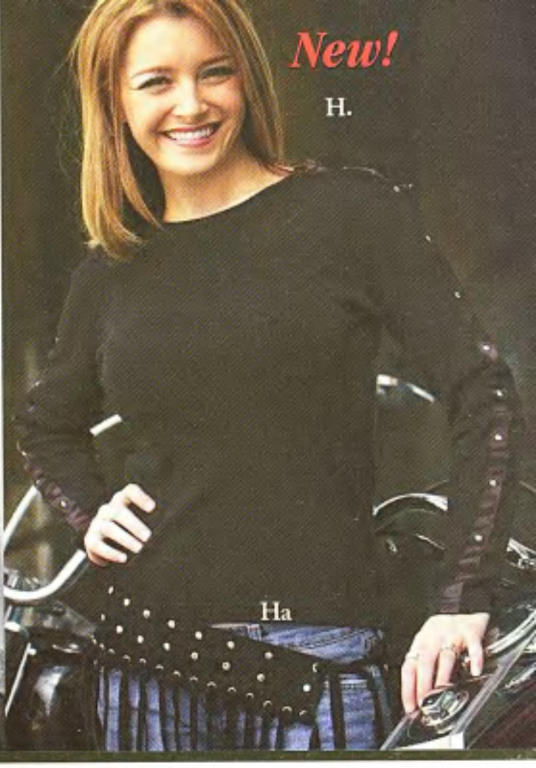
That thin white line so often seen in the roa is represented on this drum dyed 100% cotton tee with the Easyriders Bike logo. Available in two colors.
5035 Spruce (shown here)
5049 Red

Sizes MD, LG, XL	$23.95
XX	$25.95









G. Peek-A-Boo Mesh Top

These very sexy tops have slits filled with a black mesh panel to show off just enough. Sized from Small to XX Large, for all those sexy ladies out there and are available in long sleeve or tank style.

Sizes	SM, MD, LG, XL	XX
Long Sleeve	2062 Black $34.95	$36.95
Tank	2063 Black $28.95	$30.95

H. Ribbons & Studs

This simple design has just enough detail to make people stand up and take notice. It has a subtle tone on tone bike logo.
3063 Sizes SM, MD, LG, XL $33.95
XX $35.95

Ha. The Studded Fringe Belt

Shown in picture above and to the right.
5007 $28.00

I. Heavy Metal Top

What makes this heavy metal? It could be the metal ring straps or the metal look of it's bike logo but no matter what, it's heavy on style. Available in two colors

3030 Purple	Sizes	SM, MD, LG, XL	$31.95
		XX	$33.95
2010 Black	Sizes	SM, MD, LG, XL	$31.95
		XX	$33.95
		XXX	$35.95

J. Studded Round Neck

This top has a great contoured cut that doesn't expose anything but your curves. Its perfect for those hot summer days and evenings.
T2008 Red • 1195 Black
Sizes SM, MD, LG, XL $24.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
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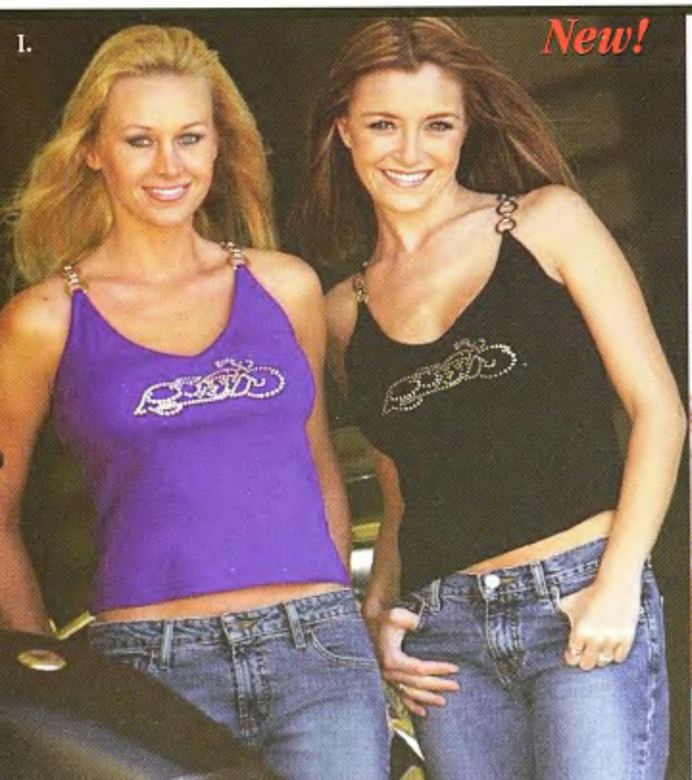
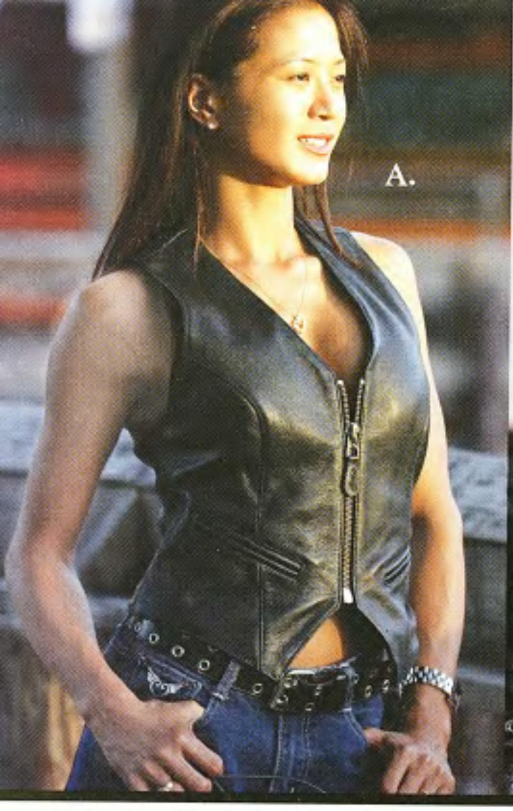
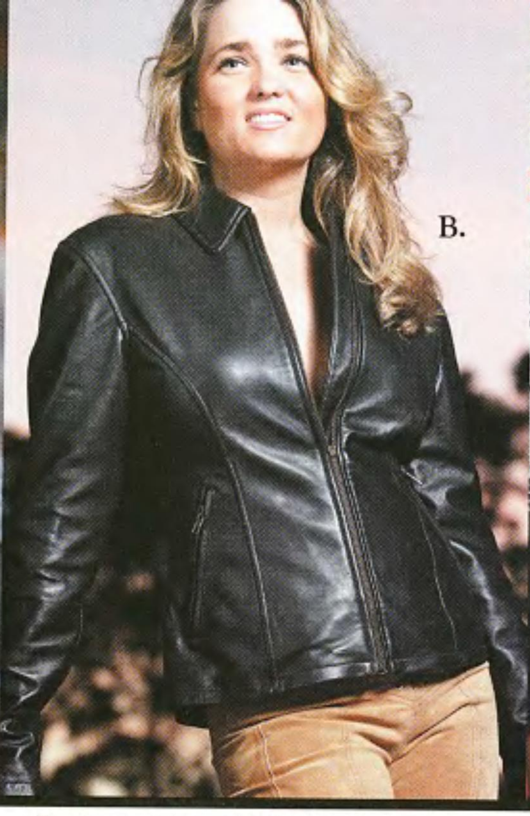






A. Ladies Basic Leather Vest
This vest is made of top grade leather and has two side pockets to add to the sexy shape.
3764 Sizes SM, MD, LG, XL $109.95

B. The Sleek One
Here's a top grade leather jacket that is fully lined with two front pockets. It's durable and has a great look, sleek!
3763 Sizes SM, MD, LG, XL $249.00

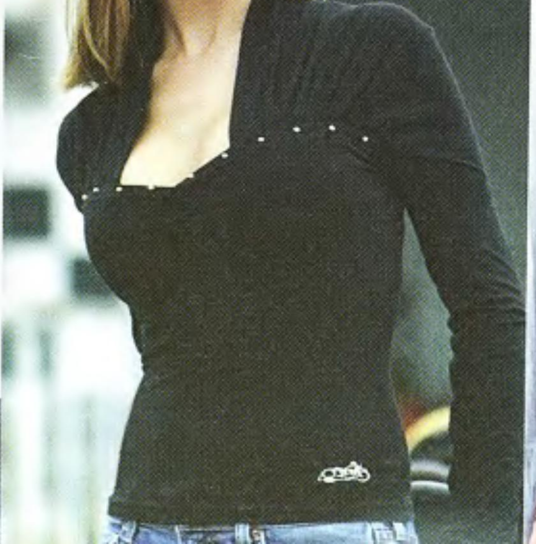
C. Ladies Biker Jacket
This all weather protector is made from top grade leather with a zip-out lining, four outside pockets and a snap down collar.
4588 Sizes SM, MD, LG, XL $279.00

D. Long Sleeve Li'l Devil
Heaven help us! This long sleeve top has a little embroidered devil on the chest to keep things warmed up.
2039 Sizes SM, MD, LG, XL $28.95
XXL $29.95

E. Sweetheart
This top hugs your shoulders and the metal studs give it a sweetheart shaped neckline.
3016 Sizes SM, MD, LG, XL $31.95
XXL $33.95

F. Long Sleeve Sueded Cutout
With an adjustable front that can accommodate all, this top laces across the chest and falls open to the waist. Color is chocolate brown.
2089 Sizes SM, MD, LG, XL $38.95

G. Long Sleeve Two by Two
Here's a great ribbed long sleeve tee with a great design both on front and sleeve. Available in two colors.
3024 Heather Gray • 3025 Black
Sizes SM, MD, LG, XL $31.95
XXL $33.95



H. Lace-Up Sleeve

f any top looked great on every lady this vould be it. It just seems to compliment everyone. It has the ability to smooth out the edges and the attractive embroidered design make it a winner. What ever shape you are, this top is for you.
2067 Orange • 2068 Olive • 2069 Black
Sizes SM, MD, LG, XL $29.95
XX $31.95

I. Bow Tie

Wrap it up in this figure flattering top.
3017 Sizes SM, MD, LG, XL $29.95
XXL $31.95

J. Diamonds In The Rough

Wrap it up in this figure flattering top with the neckline accented in little sparkles.
3062 Sizes SM, MD, LG, XL $31.95
XXL $33.95

K. Satin Lace Tops

This top is sophisticated and feminine and features a discreet embroidered logo.
Available in three styles.
Sizes SM, MD, LG, XL.

Long Sleeve	1109 Ivory	1110 Black	$26.95
Short Sleeve	1107 Ivory	1108 Black	$24.95
Sleeveless	1105 Ivory	1106 Black	$21.95

L. Cropped Sweatshirt

Stay warm in this comfortable, great looking sweatshirt. It has a worn look with a lot of miles to go.
3002 Sizes SM, MD, LG, XL $29.95
XXL $31.95

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Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

FLAMING HOT

Let the fire meet the flame with any one or all of these summer tops. The first two are shimmery and capture the light like nothing you've ever seen and the Red Hot Tank shines on its own.

A. Flame Glitter Top

2072 Sizes SM, MD, LG, XL $34.95
XXL $36.95

B. Light My Fire

3045 Sizes SM, MD, LG, XL $31.95
XXL $33.95

C. The Red Hot Tank

2066 Sizes SM, MD, LG, XL $29.95
XXL $31.95

D. Shooting Star

This tank has a shimmering trim that brings light to the right places.
3013 Sizes SM, MD, LG, XL $23.95
XXL $25.95

E. Stardust

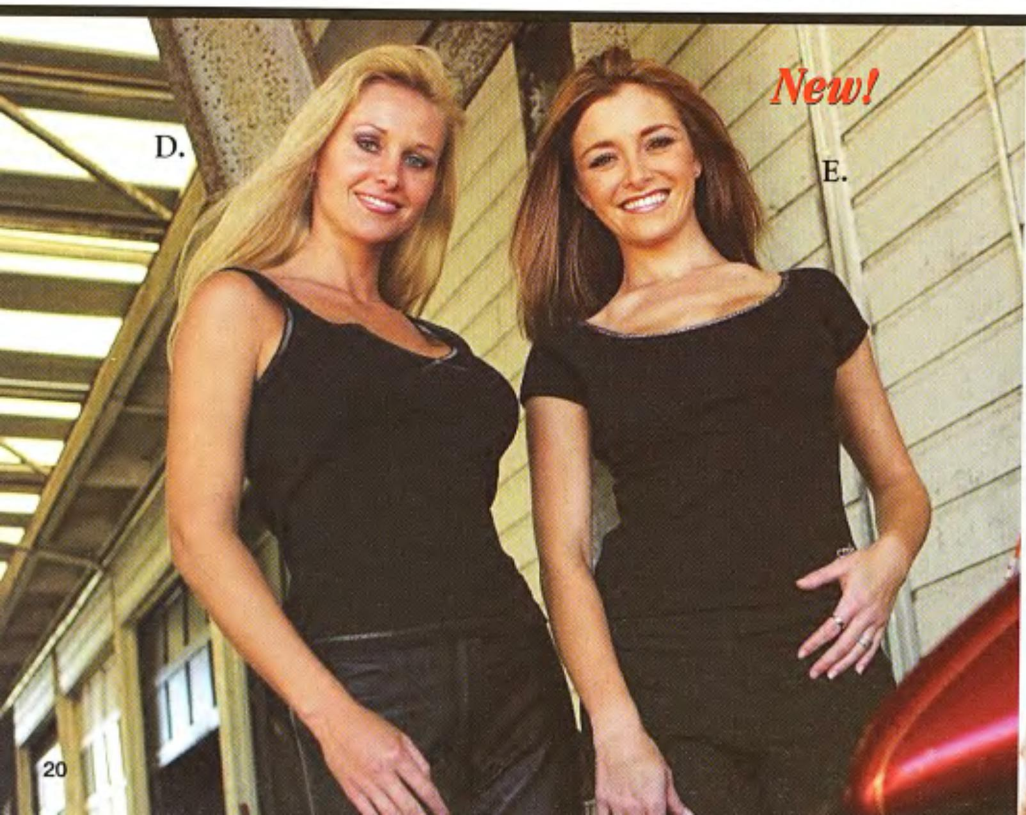
Light up any room you enter with the shimmering trim on this cute ladies top.
3014 Sizes SM, MD, LG, XL $23.95
XXL $25.95

F. Sidewinder

You won't see many tops like this. It features a small bike logo at the bottom and the fabric has just the right amount of stretch.
3039 Sizes SM, MD, LG, XL $29.95
XXL $31.95

G. Knotty Tank

It features designer fringe made of knotted ties to accentuate your neck and an *Easyriders* line bike embroidered as a center back tag. Naughty or knotty, you'll love this top.
2085 Buff (not shown) • 2084 White
2044 Black
Sizes SM, MD, LG, XL $21.95 • XX $23.95



H. The Orange Crush
What starts out as a simple sleeveless t-shirt is made unique with the added tie detail at each sleeve. A new look for a new year!
3042 Sizes SM, MD, LG, XL $32.95
XXL $34.95

I. The Girl Next Door
Adjust the sleeve for the amount of shoulder you want to show. Pulled just right it's a flirty little sleeve that picks up the breeze with feminine movement.
3041 Sizes SM, MD, LG, XL $25.95
XXL $27.95

J. Four Feather Sueded Halter
A little extra something to flirt with. Feathers that hang in a soft line to accent your front and to tickle his fancy.
2056 Sizes SM/MD, LG/XL $28.95

K. White Feather Tank
Cut low to make the most of what you've got. Well, they say a picture's worth a thousand words. In any case it will leave them speechless.
2052 Sizes SM, MD, LG, XL $29.95

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A. The Teaser
Just a little peek at what's inside,discreet, beautiful and made of polyester/Lycra fabric.
3037 Sizes SM, MD, LG, XL $28.95

B. The Daisey Duke Tank
This sexy little tank is made of a very contour fitting sweater knit in 100% cotton fabric. Color is natural to match everything.
2093 Natural Sizes SM, MD, LG, XL $27.95

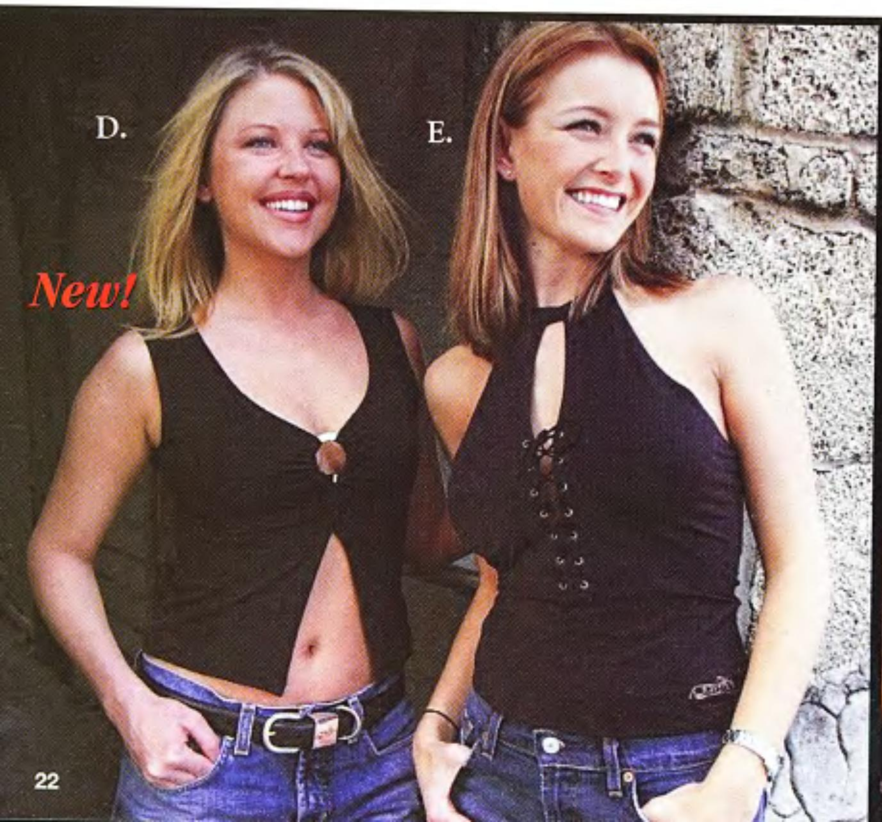
C. Fishnet Tank
You'll be the catch of the day in this cool top.
3043 Sizes SM, MD, LG, XL $29.95
XXL $31.95

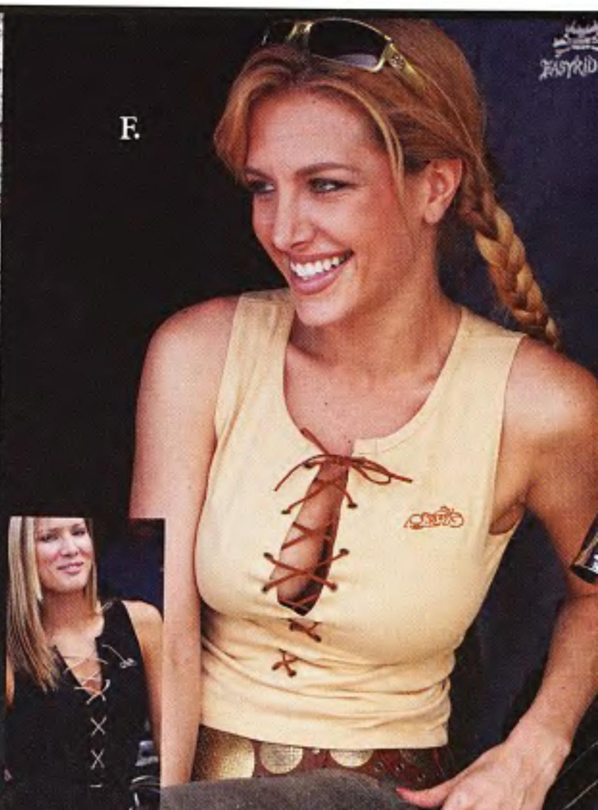
D. Split Personality
This top opens up at just the right places but keeps others locked up tight.This shirt is made of polyester/Lycra fabric.
3032 Sizes SM, MD, LG, XL $27.95

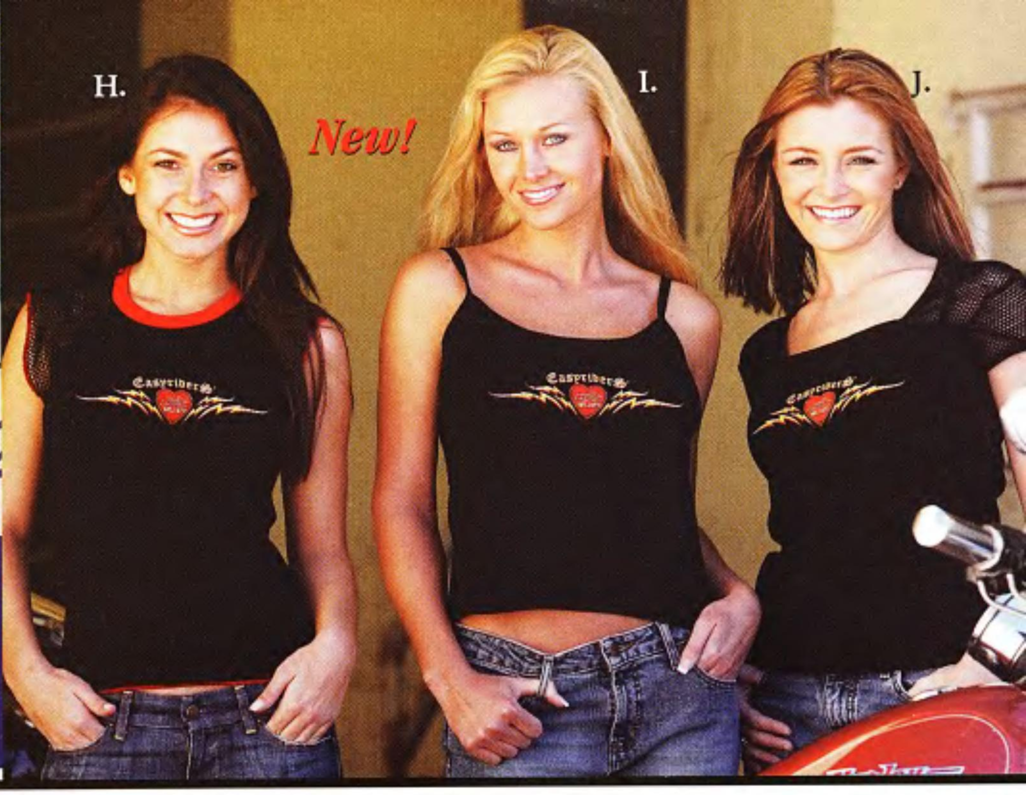
E. The Choker
Just like those great tops from the 60's this one bears those bronzed shoulders. This shirt is made of polyester/Lycra fabric.
3035 Sizes SM, MD, LG, XL $36.95

F. Tie Me Up Tank
Lace it anyway you like, discreetly or not, it will serve you well. The comfortable fabric and adjustable features of this top make wearing it a dream.
2047 Camel • 2048 Black
Sizes SM, MD, LG, XL $28.95 • XX $30.95

G. Hang On Tight
A cropped top that covers enough but lets you show off all the hard work at the gym.
2013 Sizes SM, MD, LG, XL $19.95
XXL $21.95







H. Don't Mesh With Me

A hint of mesh at the shoulder and short-short sleeve are just what the summer ordered.
3021 Sizes SM, MD, LG, XL $22.95
XXL $24.95

I. Got Yer Back

This seemingly innocent baby doll has a full mesh back that lets your skin cool while it looks really hot.
3022 Sizes SM, MD, LG, XL $22.95
XXL $24.95

J. The Cold Shoulder

More mesh on the sleeves and back of the shoulder makes this the coolest top in town.
3023 Sizes SM, MD, LG, XL $22.95
XXL $24.95

K. Studded Plunging V-Neck

Add a little flash to your top. Here is a very sexy top with an added accent along the neck to direct their eyes just where you want them.
T2007 Black • 1196 Red
Sizes SM, MD, LG, XL $24.95

L. Angelica

This must have been sent by the gods. The great design and a built in bra make it heavenly.
3034 Sizes SM, MD, LG, XL $29.95
XXL $31.95

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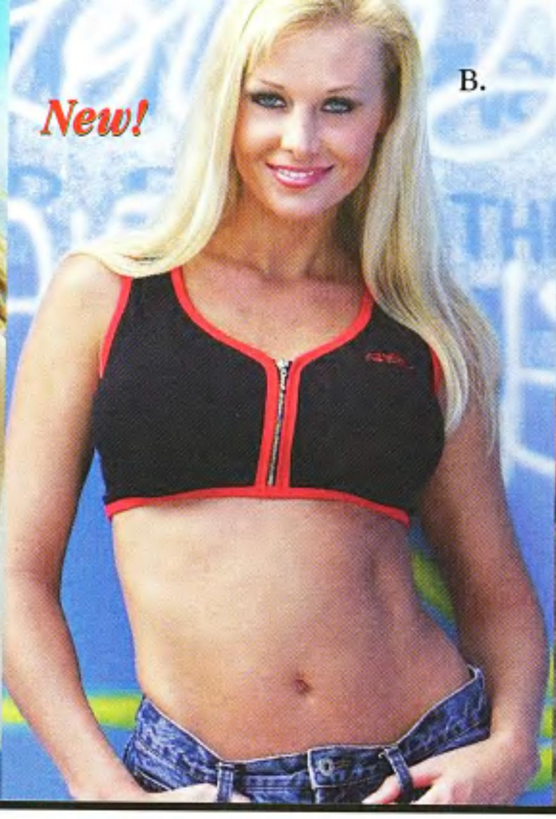


A. Stud Muffin
Ok the name is a bit crazy but the shirt is even crazier. Small metal studs frame a peek-a-boo, skin showing detail. Wow!
3003 Sizes SM, MD, LG, XL $34.95
XXL $36.95

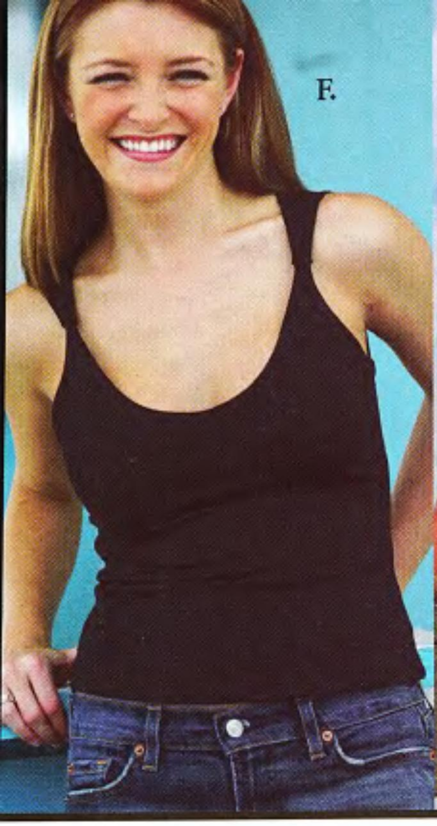
B. Riding Crop
You know what they say, "big things come in small packages". Yes, it's short and sweet.
2075 Sizes SM, MD, LG, XL $19.95
XXL $21.95

C. Leather Side Lace-Up Tank
This leather trim tank is straight out of Santa Fe. It features colorful front print with rawhide lace-up sides and 100% cotton fabric. Available in two colors.
1157 Natural • 1156 Black
Sizes SM, MD, LG, XL $23.95

D. Snake Skin Spandex Tank
You'll love the feel and unique snakeskin texture. Show off your summer shape!
1148 Red • 1147 Black
Sizes SM, MD, LG, XL $21.95
(Belt sold on page 30.)

E. Braveheart
What makes this top so incredible? Maybe it's the genuine soft suede or the subtle colors that look like a soft watercolor painting. So be brave and wrap yourself in luxury.
3029 One size fits most. $33.95

F. Top Notch
Here's something that takes the ordinary out of your wardrobe. Just a little notch makes this top just different enough to catch eyes.
3036 Sizes SM, MD, LG, XL $27.95
XXL $29.95



G. The Beater Tanks

You'll have them all beat in one of these two ribbed tank tops. Available in two colors.
3048 Black • 3049 White
Sizes SM, MD, LG, XL $21.95

H. Back Talk

This ladies' top looks somewhat innocent from the front but turn around and it's a whole other story. With it's deep plunging back that laces up to keep it all together.
3038 Sizes SM, MD, LG, XL $32.95
XXL $34.95

I. The Ooh La La

The round metal rivets put little oooooo's in this cute summer top. It features microfiber which doesn't wrinkle and feels soft and light. Add thin straps and "Ooh La La".
3033 Sizes SM, MD, LG, XL $29.95
XXL $31.95

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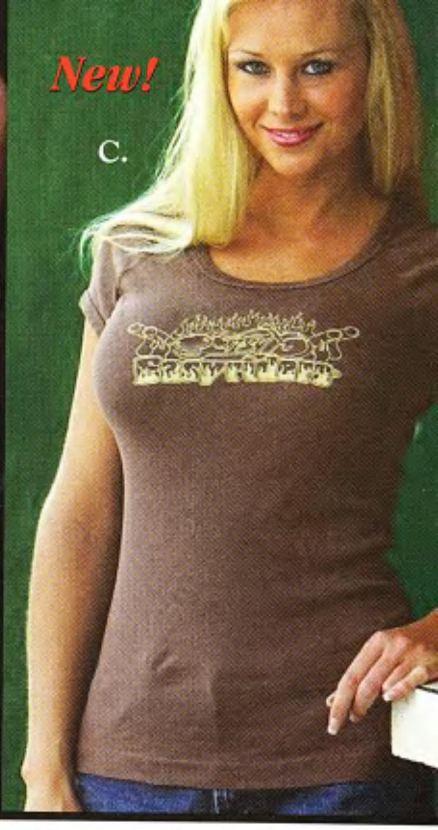


A. Stormy Weather

Create a little thunder yourself in this little cotton tee. The charcoal color gives it a warn look and the cotton fabric will help you keep your cool.
3061 Sizes SM, MD, LG, XL $19.95

B. Pure Platinum Classic

Made of wrinkle resistant Carasel® this cross grained weave shirt is something you must see to believe. It's bound to become an instant classic for you as well.
2095 Sizes SM, MD, LG, XL $58.95
XX $60.95
XXX $62.95

C. Hot Cocoa

Just like hot cocoa this top gives you comfort and a warm confident feeling. The color warms your skin tone.
3004 Sizes SM, MD, LG, XL $19.95

D. The Big Easy

Lay back and catch some rays. This top ties at the top and has tiny little metal graumets to add some interest. It ties at the neck and has a bike logo embroidered on the back.
3031 Sizes SM, MD, LG, XL $29.95

E. Pretty In Pink

This color flatters every skin tone and its sporty style is just what the summer ordered.
3057 Sizes SM, MD, LG, XL $19.95

F. Biker Babe Cap Sleeve Lace-Up

You don't find tops like this at the mall. It's designed for the biker babe in you. Available in three colors.
2096 Black • 3065 Red • 3066 Ivory
Sizes SM, MD, LG, XL $24.95
XXL $26.95

Also available online at: www.easyriders.com

G. SNAP TOPS

You may have a hard time deciding which color you want. These tops have four tiny baby snaps in front and are made of easy care 100% cotton with an exquisite embroidered wing design.

Sizes SM, MD, LG, XL

2002 Black Tank	$22.95
2003 Turquoise Tank	$22.95
2004 Purple Tank	$22.95

H. Paws Off

A little wild animal inspired trim will compliment your untamed nature.

3012 Sizes SM, MD, LG, XL $23.95
XXL $25.95

I. Stretch Denim Corset

This top has a high tech denim fabric that molds to your body so you get the look of denim and the feel of Lycra. With twenty eyelets you can adjust this top for a custom fit.

1176 Sizes SM, MD, LG, XL $45.95

J. Stretch Denim Shorts

Show off those great legs in these stretch denim shorts with a front zipper and single button closure. A perfect match with the Stretch Denim Bustier (sold separately).

1178 Sizes SM, MD, LG, XL $35.95

K. 20 Eyelet Corset

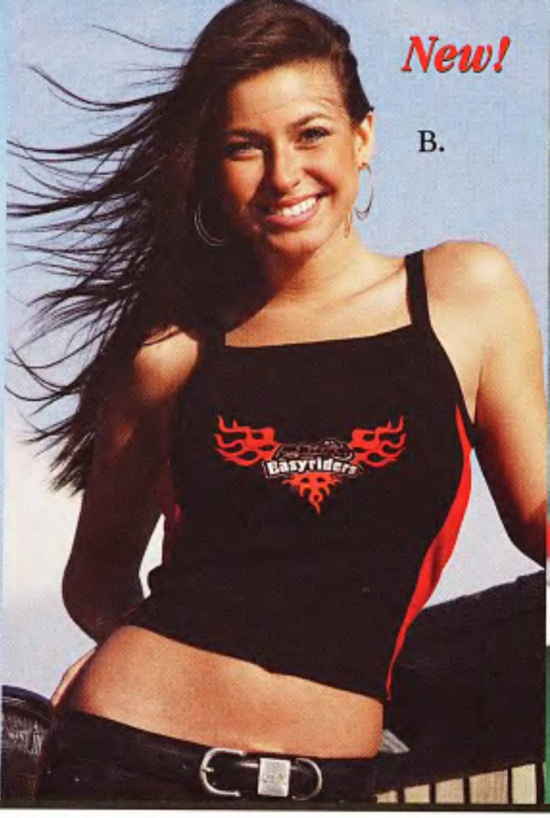
Here' another one for the romantically inclined, the 20 eyelet corset is very contoured, stretchy and easily adjustable. Those old gals sure knew how to accent their figures.

1171 Black (shown) • 1182 Teal
1172 Taupe • 1173 Red
Sizes SM, MD, LG, XL $38.95

L. The V-Waist Shorts

These cute little shorts stretch for a smooth comfortable fit. They are great matched with the Eyelet Corset (sold separately).

1174 Sizes SM, MD, LG, XL $26.95



A. Vintage Tee

Not that many years ago only the cool guys wore shirts like these. Now you can hang with the big boys and show some of your own muscle (and maybe a little something more).
3056 Sizes SM, MD, LG, XL $19.95

B. Rough Rider

There's nothing rough about this soft summer top except the effect it will have on others. Turn some heads and set a couple of hearts on fire while you're at it.
3018 Sizes SM, MD, LG, XL $19.95
XXL $21.95

C. The Wild West

This sueded fawn color top is made of 100% cotton and features a Native American style embroidery on a summer top.
3044 Sizes SM, MD, LG, XL $32.95
XXL $34.95

D. Riders Block

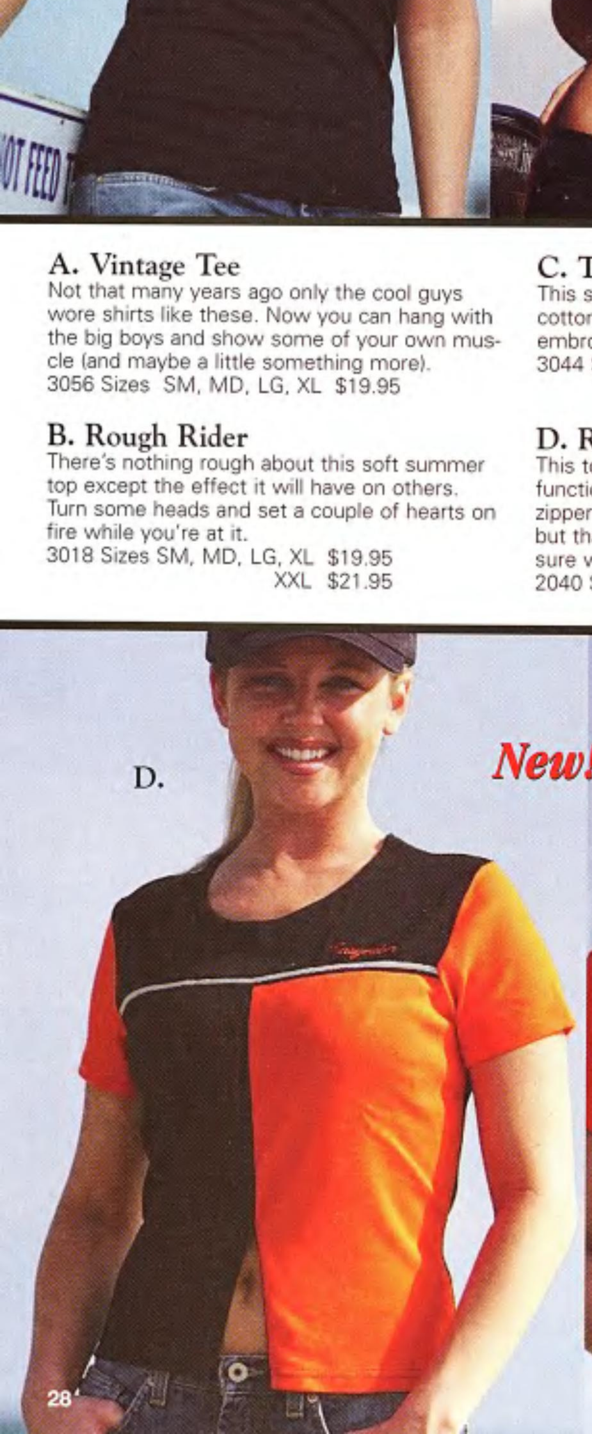
This top if full of features that make it fun and functionable. Starting with the almost invisible zipper that zips up as far as you want to take it but that's not all. The reflective trim will make sure wherever you go, they'll see you coming.
2040 Sizes SM, MD, LG, XL $26.95
XXL $28.95

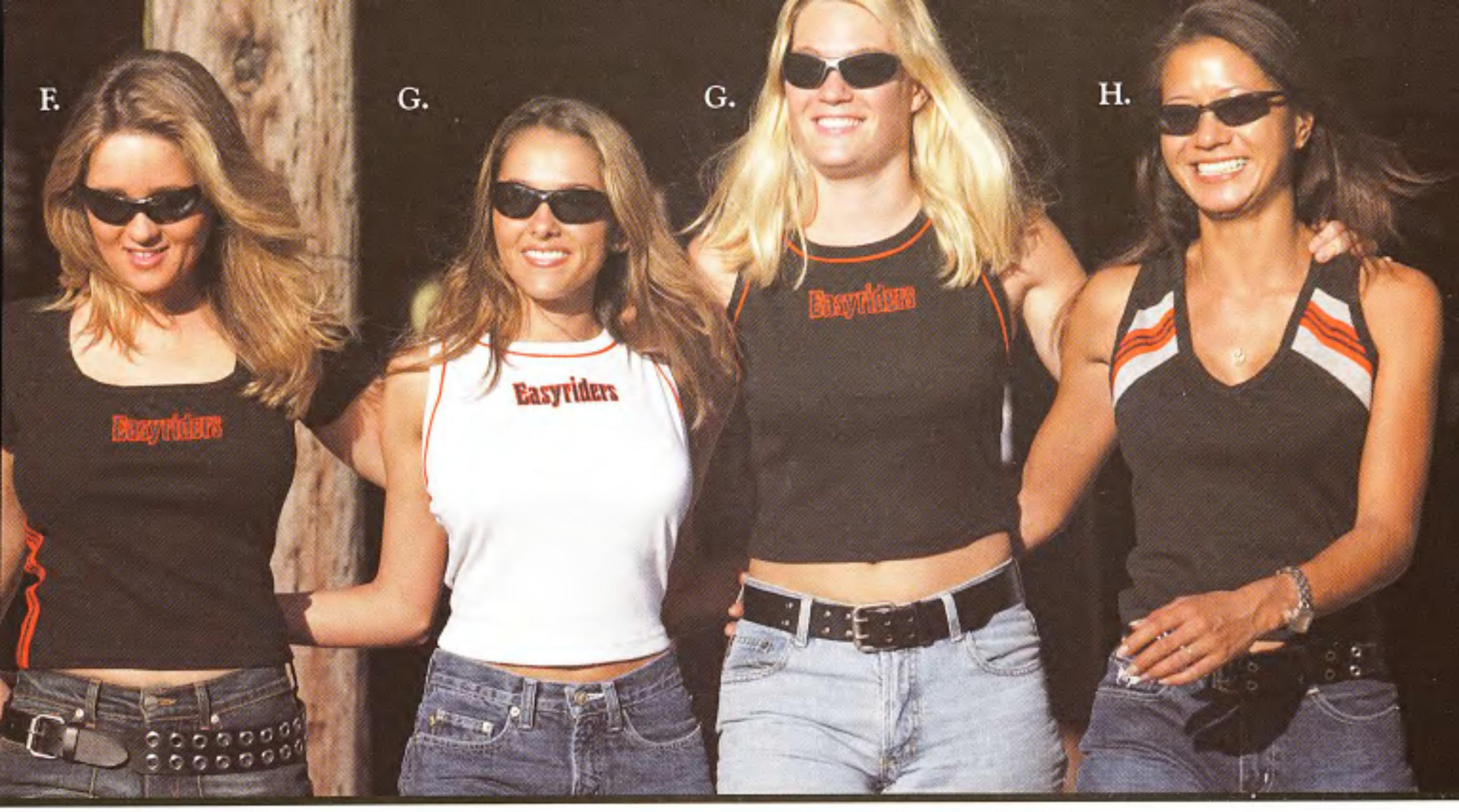
E. Good Sport

This ladies' top has a sporty look but it can be worn on or off the field, bike, or anywhere you want to make a home run.
2027 Sizes SM, MD, LG, XL $25.95
XXL $27.95

F. Black Short Sleeve w/Stripes

Here's an attractive shirt made of 100% cotton rib knit with an added racing stipe down the side and an embroidered *Easyriders* logo.
1141 Sizes SM, MD, LG, XL $28.95





G. Red Trim Crop Top
his attractive crop top is also made of 100% otton rib knit fabric and features an embroidered *asyriders* logo. The red trim adds just the right mount of color. Available in black or white.
183 White • 1140 Black
izes SM, MD, LG, XL $24.95

H. V-Neck w/Angle Stripes
his very attractive shirt has all the angles. rom the v-neck to the angled racing stripes, his shirt has a unique look. It's just different nough to make you stand out in the crowd.
142 Sizes SM, MD, LG, XL $20.95

I. Crossing Over
The little flirty criss-cross at the shoulder and v-neck front are just some reasons people will cross over to your side.
3040 Sizes SM, MD, LG, XL $32.95
XXL $34.95

J. Lil' Red Riding Hood
You sure are looking good..... That's how the story goes and goes in this sleeveless shirt.
3020 Sizes SM, MD, LG, XL $26.95
XXL $28.95

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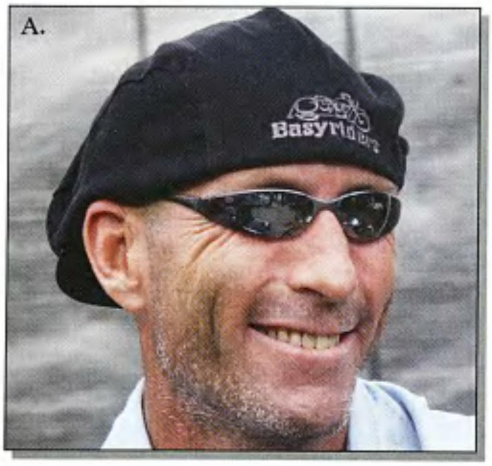
A.



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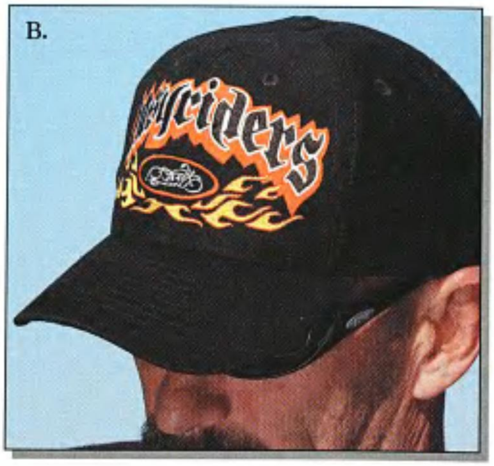

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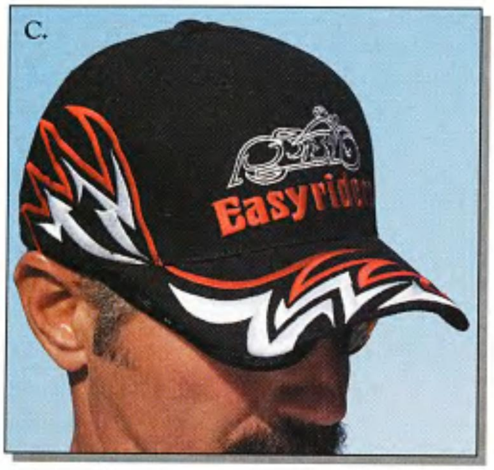

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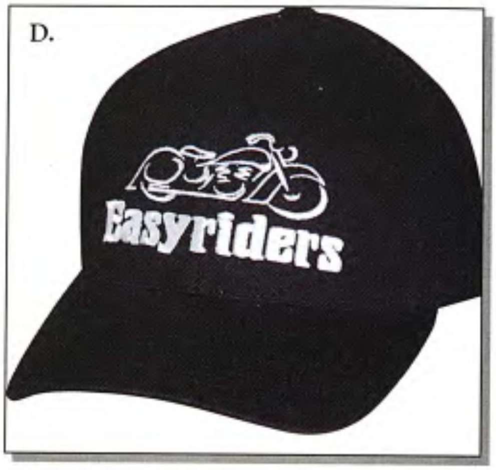

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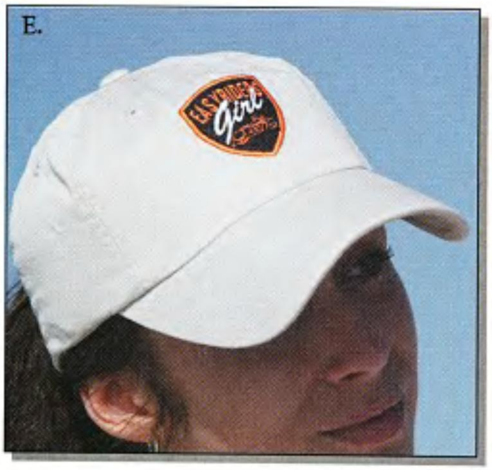

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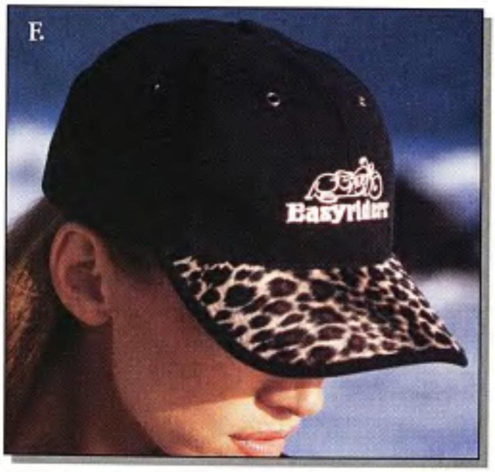

A Bull Denim Melton

You can wear it anyway you want to and still look good. The black heavy (bull) denim is light and durable.
3001 Sizes SM/MD, LG/XL $24.95

B. Flame Gothic

Heat things up with this full gothic embro dered cap. Made in the U.S.A.
300419 $19.95

C. The Shred

Wrapped in embroidery, this cap features a design on front and one side.
300410 $19.95

D. White Logo Embroidered Ca

This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.
300409 $19.95

E. Easyriders Girl Hat

This stylish cap features an embroidered patch, ponytail velcro closure and soft construction. Available in two colors.
300407 Khaki • 300406 Black $19.95

F. Ladies Animal Print Cap

Pure animal attraction. This cap does mor than keep the sun out of your eyes.
300365 $19.95

G. Easyriders Signature Buckle Belt

6011 Mens $40.00
Sizes 34", 36", 38", 40", 42", 44", 46" 48", 50"

6006 Ladies $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40

H. Mens or LadiesEmbossed Bel

2351 $39.00
Sizes 28", 30", 32", 34", 36", 40", 44"

I. Ladies Easyriders Square Loop Belt

One inch dress leather with matching stitch and silver tone buckle.
6008 $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

G. *Mens or Ladies*

H. *Mens or Ladies*

I. *Ladies*

NEW EASYRIDERS HATS

ntroducing the new designs for 2004. All f them feature uniquely rich embroidery nd a selected few feature designs that ow to the underside of the brim or back f the cap as shown in the pictures. What ver hat you choose you will find quality nd flair and for only $19.95.

. Back Burner
00420 (Design is also on back of cap.)

K. Flex Flam
00423 (Design is also under caps bill.)

L. Motorcrest
00425 (Design is also under caps bill.)

M. Underburn
00426 (Design is also under caps bill.)

N. Gothic Burn
00427 (Front Design)

O. Flashpoint
00421 (Front Design)

P. Combustion
00422 (Front Design)

Q. Flickerstick
00424 (Front Design)

R. Easyriders Fleece Roll Blanket
This fleece blanket will come in handy. It's 0" x 60", charcoal color, and since it's so cozy you will wish you had more than one. 10021 $29.95

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A. Mens & Ladies Gel Gloves

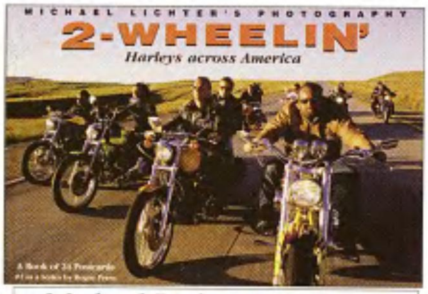
These gloves incorporate the latest in padded glove technology. Designed to provide greater riding comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles. Comfort, warmth, and grip are what these gloves are all about.

1. 2290 Fingerless Glove
Sizes XXS, XS, SM, MD, LG, XL, XX
$30.00

2. 2287 Perforated Gel Glove
Sizes SM, MD, LG, XL, XX $55.00

3. 2289 Ladies Gel Glove
Sizes XS, SM, MD, LG, XL, XX $55.00

4. 2288 Ladies Perforated Gel Glove
Sizes SM, MD, LG, XL $55.00



B. Michael Lichter's Photography/Postcard Book

B. Michael Lichter's Photography/Postcard Book

Michael Lichter has been photographing Harley-Davidsons and the biker lifestyle for *Easyriders* for more than twenty years. As well his photographs have illustrated more than 50 covers and 700 articles on the subject and have been exhibited in galleries and museums. This book includes twenty-four beautifully printed, postcards, most of which have been shown in recent exhibitions by Michael entitled "Biker Generation". Many of Michael's more memorable images like "Harley Back Piece", "Busted in Daytona" and "Dedicated" are included in this collection. It is ideal to keep as a small photo book or to remove the cards to send to friends. Dimensions: 3.75" x 7". Get your copy today!
060305 $9.95

Cards are about 3¾" x 7"

Easyriders ROADWARE®

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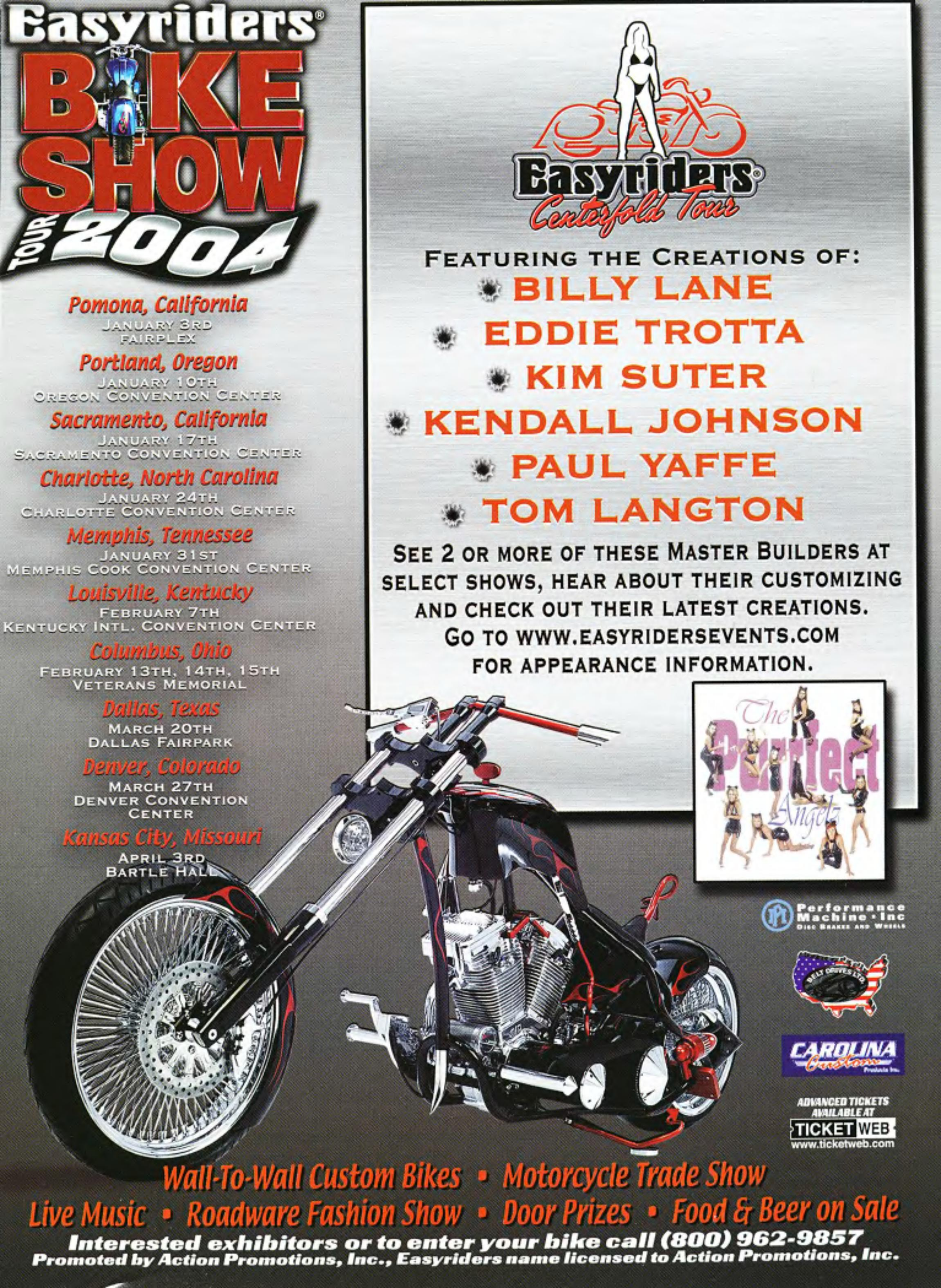

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January 3rd
Fairplex
Portland, Oregon
January 10th
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Sacramento, California
January 17th
Sacramento Convention Center
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January 24th
Charlotte Convention Center
Memphis, Tennessee
January 31st
Memphis Cook Convention Center
Louisville, Kentucky
February 7th
Kentucky Intl. Convention Center
Columbus, Ohio
February 13th, 14th, 15th
Veterans Memorial
Dallas, Texas
March 20th
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March 27th
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April 3rd
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Kim Suter
Kendall Johnson
Paul Yaffe
Tom Langton
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